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OF THE

Bombay Chamber of Commerce

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HELD ON THE 27th FEBR[illegible]907.

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1907.

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BOMBAY BRANCH

OF THE

Royal Asiatic Society.

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Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1906.

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(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 27th FEBRUARY 1907.

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Bombay:
PRINTED FOR THE CHAMBER
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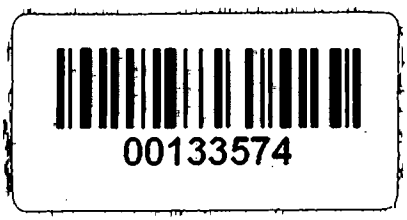
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CONTENTS.

	PAGE
Accounts of the Chamber	174
Agricultural Conference in Bombay	134, 540
Anthrax in the United Kingdom and "Bombay Oil-seed Cake" ...	119, 509
Arbitrations—Rules of the Chamber	xii, xiii, xv
Arbitrators and Surveyors—Piece-Goods	xv
Argentine Ports—Trade with	77
Bills of Lading—Antedating	xxvii
Cable Rates	62
Cargo—Shut-out—Bombay Chamber's Ruling	xxviii
Cargo—Shut-out—Karachi Harbour Board's Ruling	xcvi
Cargo Boats alongside Vessels, Detention of	xxviii
Certificates of Competency to Masters, Mates and Engineers ...	14, 188
Certificates of Origin for Japan	130, 534
Chairman of Chamber, Election of	1
Chairmen of Chamber, 1836-1907	625
Chittagong Chamber of Commerce established	143
Coal, Discharge in wet weather	113
Coal, Imports into Bombay	163
Coal, Reduced Railway Rates	123
Commercial Education	117, 498
Commission, General Rates (Bombay)	xxv
Commission Charges (Calcutta)	lxxvii
Congress of Chambers of Commerce of the Empire	144
Cotton Advisory Committee	111
Cotton and Cotton Seed, Mixing of	101, 410
Cotton Boll Weevil (American), danger of introduction into India.	104, 419
Cotton, Spontaneous combustion of	88, 392
Cotton, Statistics, etc.	163
Customs House, Bombay, Redistribution of Work	23, 214
Customs House, New Site for	26, 223
Delhi Chamber of Commerce established	143
Delivery of Goods on Sundays and other Holidays...	xxviii
Deputy Chairman of Chamber, Election of	1
Dock Warehouses...	84, 380
Duty, Import, on Handkerchiefs	28, 226
Duty, Import, on Circular Steel Plates or Discs	36, 249
Duty on Goods, short-landed	31, 231

PAGE

Duty on Shortages of Molasses 34, 243
Duty on Tram Line Sleepers 35, 247

Fire Floats 87, 391
Foods and Drugs, Adulteration of 118, 504
Freight—Inwards—Bombay xxvii
Freight—Inwards—Karachi xcvi
Freight—Outwards—Bombay xxvii
Freight—Outwards—Karachi xcvi

Handkerchiefs, Customs Import Duties on 28, 226
Holidays—Public—for 1907 ... ... ii, 154, 557
Holidays—Charter Party—for 1907 ii

Import Packages—Pilfering of 85
Improvement Trust—Chamber's Representative on Board ... i, 2
Index to Chamber's Reports 9
Income Tax Assessment... ... ... 23, 211
Inland Steam Vessels and Indian Steam Ships Acts, 1884, Amendment 22, 201
Insect Pests 153

Kerosene Oil—Statutory Testing 121, 516

Lascar Crews 14
Legislative Council of Governor of Bombay—Chamber's Representative on ... ... i, 1
Legislative Council—Rules for Election of Chamber's Representative xi
Light Houses at Perim 76, 344
London Corn Trade Association—Amended F. P. A. Clause ... 129

Mail Services—European, Tenders for 70
Marine Surveyors—Registration of 150, 548
Measurement Department—Re-organisation of 6, 176
Measurement Department—Rules and Regulations... xvii
Measurement Department—Packages measured and Receipts ... 173
Medical Inspection Rules; Signals to be used by infected Ships... 74, 319
Meeting—Annual General 589
Members of the Chamber ... ... i, 2
Members of the Chamber, New method of voting 5
Merchandise Marks Act—Fast Colours in Piece-Goods 90, 399
Merchant Shipping Act (Indian), Amendment Bill 10, 185
Merchant Shipping Act (English, 1894), Amendment Bill ... 14, 191

PAGE

Metric System and the Postal Department 114, 478
Molasses—Customs Duty on Shortages 34, 248
Money Orders—Rates of Commission 72
Municipal Corporation—Chamber's Representatives on ... ... i, 2
Municipal Corporation—Rules for Election of Chamber's Representatives x
Municipal Octroi in the Central Provinces 83, 371

Oil-Cake, Tonnage Scale... 149

Partnerships—Registration of 18, 195
Perim Light Houses 76, 344
Petroleum Act, 1889, Draft Rules under 22, 196
Piece-goods—Late Shipments from the United Kingdom... ... 89, 395
Piece-goods—Fast Colours in 90, 399
Pilfering of Import Packages 85
Pockets of Cargo—Chamber's Ruling xxviii
Port Trust—Chamber's Representatives on Board ... ... i, 1
Port Trustees—Rules for Election of ix
Port Trust—Rates chargeable at the Wet Docks xxxviii
Portuguese East Africa, Trade with 131
Postal Department and the Metric System 114, 478
Presidency Banks (Amendment) Bill 15, 193
Provident Fund of the Chamber 7, 177
Punjab Chamber of Commerce established at Delhi 143

Railways—
Bharatpur-Agra Link 40, 264
Bombay-Sind Connection 44, 271
Muttra-Aligarh Link 41, 267
Nagda-Muttra Line 42, 269
Nagpore-Chindwara Line 43, 269
Railways, Differences of Weight limit allowed on certain... ... 54
Railway Rates, Diversion of Traffic to Calcutta 46
Railway Rates, Minimum charge on the East Indian Ry. ... 47
Railway Rates, Raising of, without notice 46
Railway Rates on Coal from the Bengal Coal Fields reduced ... 132
Railway Receipts, as Negotiable Instruments 53
Railway Risk Notes 51, 282
Railway Wagons, Shortage on Indian Railways 50, 275
Rainfall of the Calendar Year 1906 171
Ramie or Rhea Fibre Cultivation 152, 552

	PAGE
Refunds of Town Duty on Sugar	81, 368
Registration on Mail Days, Extension of closing hour	71 318
Roving Cotton Commission	105, 423
Rubber Cultivation, Experiments—Kanara District	112, 431
Rubber Cultivation, Experiments—Bassein	113, 472
Rules and Regulations of the Chamber	iii
Running Agreements	10, 185
Russian Chintz in Chitral	92
Russian Cloth in India	93
Salt (Foreign), Importation and bonding in Bombay	37, 254
Secretaries of the Chamber	625
Shipping Competition to Shanghai	76
Spanish Stripes	30, 230
Standard Time in the High Court	134
Statistical Department of Chamber	125, 529
Statistical Statements	626
Steel Plates or Discs (Circular), Import Duty on	36—249
Straits Settlements—Landing and leaving of decrepit beggars at Ports in	153
Sub Committees	4
Sugar Deliveries from the Docks; Abnormal delays	78, 358
Sugar, Refunds of Town duty on	81, 368
Telegrams—Charges for Inland Messages	59, 296
Telegrams—Code Language	56, 292
Telegrams—Delays in Deliveries	58
Telegrams—Non-delivery	58
Telegrams—Rates between Bombay and Aden	61, 304
Telegraph Committee	65, 305
Tenders for Sleepers	55, 290
Time Signal Ball at Aden	76, 340
Tonnage Scale—Bombay	xxix
Tonnage Scale—Calcutta	lxxi
Tonnage Scale—Cochin	lxxx
Tonnage Scale—Karachi	lxxxix
Tonnage Scale—Madras	lxxxiii
Tonnage Scale—Oil-Cake	149
Trade Allowances—Reference to Chamber	113
Trade Introductions—Procedure followed by Chamber	136
Trade Introductions—Views of the Commercial Intelligence Department	139, 546
Trade Marks, Registration of "Headings" of Piece-Goods ...	13

PAGE

Trade Marks, Registration—Views of the Commercial Intelligence Department 139, 543
Trade Statistics (Indian), Government Committee on 124, 524
Trade Statistics (Indian), Unit of Weight 128, 530
Trade Statistics (Indian), Landing and Wharfage Charges ... 128, 531
Trade with Argentine Ports 77
Trade with Portuguese East Africa 131
Tram Line Sleepers, Duty on 35, 247
Water-supply in Bombay; Shortage 86, 386
Weather Chart—Daily—Improvements in 170, 573
Weather Working Days... 169
Weights and Measures 116, 487
Wheat (Indian), Adulteration of 96, 405
Wheat, Statistics, etc. 156,

Yarns, Short-reeled 38

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Members.

Messrs. ALLEN BROTHERS & Co.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BLACKIE & SON, Ld.
" BREUL & Co.
" CHUGONDAS & Co.
" COOK (THOMAS) & SON.
" CORY BROS. & Co., Ld.
" COX & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
" DAVID (SASSOON J.) & Co.
" DICKINSON (JOHN) & Co., Ld.
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" FORBES, FORBES, CAMPBELL & Co., Ld.
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THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY S. N. COY., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE INTERNATIONAL BANKING CORPORATION.
L'UNION FIRE INSURANCE COY., LD., OF PARIS.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE NEW MOFUSSIL CO., LD.
THE NEW ZEALAND INSURANCE CO., LD.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, ESQ.
AHMEDBHOY HABIBBHOY, ESQ.
A. STRANDES, ESQ.

RETIRING COMMITTEE.

H. E. E. PROCTER, ESQ., *Chairman.*
R. C. WRIGHT, ESQ., *Deputy Chairman.*
F. W. BICKEL, ESQ.
DONALD N. GRAHAM, ESQ.
GEORGE MILLER, ESQ.
R. G. MONTEATH, ESQ.
J. N. METAXA, ESQ.
MAJOR A. D. G. SHELLEY, R. E.
THOS. SHARPLES, ESQ.

COMMITTEE FOR 1907.

THE HON'BLE MR. C. H. ARMSTRONG, *Chairman.*
DONALD N. GRAHAM, ESQ. *Dy. Chairman.*
J. BLACK, ESQ.
D. CARMICHAEL, ESQ.
D. M. INGLIS, ESQ.
W. A. M. LATTEY, ESQ.
O. MEYER, ESQ.
F. T. RICKARDS, ESQ.
A. ZYGOURAS, ESQ.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. C. H. ARMSTRONG.

Bombay Port Trust Board.
THE HON'BLE MR. C. H. ARMSTRONG.
F. W. BICKEL, ESQ.
H. E. E. PROCTER, ESQ.
W. C. SYMES, ESQ.
D. CARMICHAEL, ESQ.

Bombay Improvement Trust.
C. H. B. FORBES, ESQ.

Bombay Municipal Corporation,
C. H. B. FORBES, ESQ.
A. M. TOD, ESQ.

PUBLIC HOLIDAYS

FOR THE YEAR 1907.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st and 2nd January	Tuesday and Wednesday	2 Days.
Maha Shivratri	11th February	Monday	1 Day.
Holi	28th February	Thursday	1 ,,
Jamshedi Naoroz	21st March	Thursday	1 ,,
Easter	29th, and 30th March and 1st April.	Good Friday, Saturday and Monday.	3 Days.
Ramnavami	22nd April	Monday	1 Day.
Birthday of His Majesty the King-Emperor.	26th June	Wednesday	1 ,,
Cocoanut Day	23rd August	Friday	1 ,,
Gokul-Ashtmi	31st August	Saturday	1 ,,
Ganesh-Chaturthi	11th September	Wednesday	1 ,,
Parsee New Year	13th and 14th September	Friday and Saturday	2 Days.
Dussera	16th October	Wednesday	1 Day.
Divali	5th and 6th November.	Tuesday and Wednesday.	2 Days.
Christmas	24th, 25th and 26th December.	Tuesday, Wednesday and Thursday.	3 ,,
New Year	31st December	Tuesday	1 Day.

Note.—Good Friday, Christmas Day and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1907.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1907:—

New Year	1st January	Tuesday	1 Day.
Holi	28th February	Thursday	1 ,,
Easter	29th March	Good Friday	1 ,,
Ramnavami	22nd April	Monday	1 ,,
Birthday of His Majesty the King-Emperor.	26th June	Wednesday	1 ,,
Cocoanut Day	23rd August	Friday	1 ,,
Gokul Ashtmi	31st August	Saturday	1 ,,
Ganesh-Chaturthi	11th September	Wednesday	1 ,,
Dussera	16th October	Wednesday	1 ,,
Divali	5th November	Tuesday	1 ,,
Christmas	25th December	Wednesday	1 ,,

By order of the Committee,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY, 20*th December* 1906.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 27th February 1907.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner:—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) The ballot to take place after seven days' notice to all the Members stating names of candidates, and their proposers and seconders; and the ballot shall remain open at least 3 clear days.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman : such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railways and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement, in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee ; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber ; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber, but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, with the Secretary at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney, the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 A.M. to 4 P.M. of the appointed day.

(6) A scrutineer appointed by the Committee shall, with the Secretary, open the ballot-box at 4 P.M. on the appointed day and declare the result

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

(Other than those relating to Piece-Goods.)

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge, in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowji Thakersey.
" Jivram Vassonji.
" Rowjibhai Naranjee, of Messrs. Ruttonsey Canji.
" Chaturbhoj Shivjee.
" Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
" Zaver-hand Cullianji, of Messrs. Chunilal Takelchand.
" Multi Kursondas.
" Kalidas Mulchund, of Messrs. Jivram Vassonji.
" Gordhandas Khimji.
" Jaithabhai Valjee.
" Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
" Jivraj Dayal, of Messrs. Ghella Dayal.
" Raghavji Kanji, of Messrs. Muljee Padamsey.
" Waljee Sunderji.
" Hemraj Canji.
" Morarji Verjee.
" Lakhmidas Bhimjee, J. P., of Messrs. Bhimjee, Rowjee, Sons & Co
" Mathuradas Mowjee, of Messrs. Varjivandas Mulchand.
" Narandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Odhavji, J. P.
Mr. Girdhardas Jaithabhai.
" Laljee Jivraj, of Messrs. Ghella Dayal.
" Hariram Velji.
" Jamsetji Framji Kharas.
" Walji Govind, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.
" C. H. Armstrong and Mr. E. Comber, of Messrs. Lyon & Co.
" M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" A. H. Hammond and Mr. H. Cheetham, of Messrs. Shaw Wallace & Co.

Mr. D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell.

„ L. B. Ker, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. Kidston Glen, of Messrs. Latham, Abercrombie & Co.

„ D. K. Seddon, and Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.

„ O. Schilizzi and Mr. C. G. Nomico, of Messrs. Ralli Brothers.

„ H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw, of Messrs. Fleming, Shaw & Co.

„ W. E. Crum, Mr. J. St. John Graham and Mr. L. Barraclough, of Messrs. W. & A. Graham & Co.

„ J. Fairclough and Mr. G. A. Plimmer, of Messrs. Ewart, Latham & Co.

„ R. Tilemann, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .... anna 1 per package.

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs. 15 must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*b*) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto. ditto. ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to

have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order (22) and should such remeasurement in the opinion of the Secretary show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be

preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	$\frac{1}{3}$

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28.	On procuring freight ... ... "When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers." Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	2½
29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	½
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally — When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency ; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution:—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×38" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jovari in bags, 16 cwts. ; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussor in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts. ; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do	14 cwt.	.....
*Do. C do. do	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	13 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	15 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	10 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Do. Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...

* *At the Annual General Meeting held on 11th March 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be added :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed...	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82¾ lbs.	To the Ton. 28 Indian maunds of 82¾ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 6 0		1	Acids, *viz.*, :-Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 3 0		2	Do. do. do. do. ...	Drum ..	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6	every 2 days or part thereof.	8	Do do. do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 3 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

								Measurement.					

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 0		41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6
Measurement		42	Blood-stones, Cambay-stones and Gold-stones	Case or package ..	0 5 0	0 5 0
1 8 0		43	Boats, ordinary ships'	Each ...	2 8 0	2 8 0
		44	Boilers	.....	Same rates as Machinery.	
0 12 0		45	Bones, Bone-dust, Bone-meal and Blood-manure	Ton ...	1 12 0	1 2 0
Measurement		46	Books	Case or package ...	Measurement	
Do.		47	Boots and Shoes, foreign	Do. ...	Do.	
0 12 0		48	Borax, unrefined	Ton ...	2 0 0	2 0 0
Measurement		49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.	
0 3 0		50	Bottles, empty, quarts	Gross ...	0 6 0	0 6 0
0 2 0		51	Do. do. pints	Do. ...	0 4 0	0 4 0
Measurement		52	Do. do. of smaller size than pints ...	Case or package ...	Measurement.	
0 12 0		53	Bran	Ton ...	0 12 0	0 12 0
		54	Brass Leaves—*see* Orsidue.			
0 12 0		55	Do. of sorts and Brassware ..	Do.	2 0 0	2 0 0
Measurement		56	Do. do. when no weight given		Measurement.	
0 0 6		57	Bricks, Bath	Dozen ...	0 0 6	0 0 6
0 12 0		58	Do. Fire	Ton	1 12 0	1 12 0
0 2 0		59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0
0 8 0	every 2 days or part thereof.	60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0

	0	12	0		61	Camphor	Ton ...	2	12	0	2	12	0
	0	4	0		62	Camphorwood Drawers and Boxes	Each case ...	0	8	0	0	8	0
	0	1	0		63	Candles	Cwt. ...	0	4	0	0	4	0
					64	Canes—*see* Rattans.							
	0	4	0		65	Canvas	Bale ...	0	8	0	0	8	0
	0	1	0		66	Do.	Bolt ...	0	2	6	0	2	6
	0	4	0		67	Cardboards and Strawboards...	Case or bale ...	0	6	0	0	6	0
	0	5	0		68	Carpets, woollen or foreign	Case or package ...	0	11	0	0	11	0
	0	4	0		69	Do. cotton	Do. ...	0	6	0	0	6	0
	0	1	0		70	Cardamoms	Cwt. ...	0	4	0	0	4	0
					71	Do. bastard—*see* Spices.							
	3	0	0		72	Carriages, four-wheeled	Each ...	10	0	0	10	0	0
	2	0	0		73	Carriages, two-wheeled	Do. ..	8	0	0	8	0	0
	3	0	0			* Do. to or from Indian Coast Ports, 4-wheeled.	Do. ...	4	0	0	4	0	0
	2	0	0			Do. do. do. do. 2 do.	Do. ...	3	0	0	3	0	0
	0	12	0		74	Cassaware	Ton ...	2	0	0	1	12	0
	0	1	0		75	Casks and Hogsheads, empty	Each ...	0	2	6	0	2	6
	0	0	9		76	Do. do half and quarter ...	Do. ...	0	1	3	0	1	3
	0	2	0		77	Butts, Pipes and Puncheons	Do. ...	0	3	6	0	3	6
	0	12	0		78	Cement	Ton ...	1	2	0	1	2	0
	0	12	0		79	Chalk	Do. ...	1	6	0	1	6	0
Measurement					80	Cheese, in cases	Case ...	Measurement.					
	0	0	6		81	Do. loose	Each ...	0	0	6	0	0	6
					82	Chemicals—*see* Drugs and Medicines							
	0	12	0		83	Chillies, dried	Ton ...	1	2	0	1	2	0
	0	12	0		84	China, copper cash	Do. ...	1	12	0	1	12	0
	0	8	0		85	Do. white copperware	Case ...	0	8	0	0	8	0
	0	3	0		86	Do. garden seats	Each ...	0	4	0	0	4	0
Measurement					87	Do. and Japanware	Case ...	Measurement.					
	0	1	6		88	Do. ware in rolls, large	One dozen ...	0	6	0	0	6	0
	0	1	6		89	Do. do. small	Do.	0	3	0	0	3	0

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 1 6		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0		91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 12 0		93	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement		93	Cigars or Cheroots	Case ...	Measurement.	
0 12 0		94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0		95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0		96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0		97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 12 0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 12 0	every 2 days or part thereof.	99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 4 0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 2 0		*101*	*Cochineal*	Cwt. ...	0 3 3	0 3 3
0 12 0		102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6		103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*s e* Bullion.			
0 12 0		105	Coir, Fibre	Ton ...	1 3 0	1 9 0
0 4 0		106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 12 0		108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement		109	Confectionery	Case ...	Measurement.	

0 12 0	½ wharfage for	110	Copper Sheets...	Ton	...	2 0 0	1 4 0
0 12 0		111	Do Cakes, Slabs or Tiles	Do.	...	1 12 0	1 8 0
0 12 0		112	Do. Ware and Wire	Do.	...	2 0 0	1 12 0
Measurement		113	Do. do. when no weight is given ...	Package	...	Measurement.	
0 13 0		114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	..	2 0 0	2 0 0
0 12 0		115	Copra	Do.	...	1 0 0	1 9 0
0 4 0		116	Coral	Box	...	0 13 0	0 13 0
Measurement		117	Do. imitation	Case	...	Measurement.	
0 12 0		118	Cordage and Rope—Hemp, Europe and Manilla	Ton	...	2 4 0	3 4 0
0 12 0		119	Coriander seed	Do.	...	1 9 0	1 9 0
Measurement		120	Corks	Bale or case	...	Measurement.	
		121	Cotton, Raw*—				
0 4 0		A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra	...	0 2 0	0 2 0
0 5 0		B	American or other pressed bales of 4 cwts. or over	Bale	...	0 3 6	0 3 6
0 8 0		C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra	...	0 5 0	0 5 0
		122-123	*Cancelled.*				
0 12 0		124	Cowries...	Ton	...	1 8 0	1 8 0
0 6 0		125	Crackers, China	Case of 1 picul of 133 lbs.	...	0 6 0	0 6 0
0 6 0		126	Do. do.	Do. under 1 picul	...	0 4 0	0 4 0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft. and above 20 c. ft under Item Nos. 493 and 507.
0 12 0		128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement		129	Cutlery	Case ...	Measurement.	
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0
0 3 0		133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
Measurement		135	Drugs and Medicines, foreign, not enumerated.	Case ..	Measurement.	
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0	every 2 days or part thereof.	140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			

1 0 0			142	Earthenware Piping, Retorts, &c., for Drainage	Ton	...	1 12 0		1 12 0		
			143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.							
0 4 0			144	Fans	Case	...	0 7 0		0 7 0		
0 12 0			145	Fat, Grease, Lard and Tallow	Ton	...	2 0 0		2 0 0		
0 4 0			146	Feathers...	Case or Package	...	0 7 0		0 7 0		
Measurement.			147	Felt	Bale	...	Measurement.				
1 0 0			148	Firewood	Ton	...	0 12 0		0 12 0		
1 0 0			149	Fishmaws	Do.	...	2 2 0		2 2 0		
0 4 0			150	Flax and Linen Piece-goods	Bale	...	0 7 0		0 7 0		
0 12 0			151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton	...	0 10 0		0 8 0		
Measurement			152	Fruits, fresh, foreign	Case	...	0 2 0		0 2 0		
			153	Do. do. do.	Barrel	...	0 2 6		0 2 6		
0 12 0			154	Do. dried, not enumerated	Ton	...	2 0 0		2 0 0		
0 2 0			155	Do. do. from Europe	Case	...	Measurement.				
Measurement			156	Do. fresh, from Zanzibar and Muscat ...	Basket	...	0 2 0		0 2 0		
Measurement			157	Furniture	Case	...	Measurement.				
0 1 0			158	Chairs, loose	Each	...	0 1 6		0 1 6		
			159	Gallnuts—*see* Myrabolams.							
1 0 0			159A	Gallnuts, Persian	Ton	...	As Country Drug.				
1 0 0			160	Ghee	Do.	...	1 12 0		1 12 0		
0 12 0			161	Ginger, dry	Do.	...	1 2 0		1 4 0		
Measurement			162	Glassware	Hhd. or crate	...	Measurement.				
0 1 6			163	Glass, window	Box under 6 c. ft.	...	0 2 6		0 1 9		
Measurement			163A	Do.	„ over 6 c. ft.	...	Measurement.				
0 4 0			164	Do. broken	Box or package	...	0 6 0		0 6 0		
0 4 0			165	Goats' hair, pressed	Bale	...	0 6 0		0 3 0		
			166	Gold, Gold-leaf, &c.—*see* Bullion.							
0 2 0			167	Gold leaf, mock	Box or package	...	0 3 0		0 3 0		
0 12 0			168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	...	0 9 0		0 8 0		
0 12 0			169	Ground-nuts	Do.	...	0 13 0		0 13 0		

wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium	Ton.	2 4 0	2 0 0
0 6 0		171	Gunny pieces and bags	Bale of over 200 pieces ...	0 5 0	0 6 0
0 4 0		172	Do. do.	Half bale (above 50 & up to 200 pieces)	0 4 0	0 4 0
0 1 0		173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
Double the Magazine Rate.		174	Gunpowder	Package ...	Special.	
Do.		175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.			
0 4 0		176	Guns, Small Arms, Sporting Guns, Rifles ...	Each ...	0 9 0	0 9 0
0 2 0		177	Do. do. Pistols, Revolvers, &c.	Do. ...	0 7 0	0 7 0
Measurement		178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.	
Do.		179	Hams in cases	Do. ...	Do.	
0 1 0		180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
0 12 0		181	Hardware	Ton ...	2 4 0	1 12 0
Measurement		182	Do. when no weight is given	Case ...	Measurement.	
0 8 0		183	Harmonium and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
1 0 0		184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
1 8 0		185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do ...	2 6 0	2 6 0
2 0 0		186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3 0 0	3 0 0
2 4 0		187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5 6 0	5 0 0
2 8 0	every 2 days or part thereof.	188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

2 12 0	½ wharfage for	189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Do. ...	12 0 0	12 0 0		
3 0 0		190	Do. do. „ 80 c. ft. and over ...	Do. ...	15 0 0	15 0 0		
Measurement		191	Harness and Harness requisites	Case ...	Measurement.			
		192	Hats and Caps—*see* Haberdashery.					
0 4 0		193	Hay and Straw, pressed	Bale ...	0 4 6	0 4 6		
0 13 0		194	Hemp, loose, in bundles	Ton ...	1 13 0	1 13 0		
0 4 0		195	Hemp, pressed	Bale ...	0 4 0	0 3 0		
0 4 0		196	Hessians...	Do. ...	0 5 0	0 8 0		
0 8 0		197	Hides, Buffalo, &c.	One hundred ...	1 0 0	1 0 0		
0 12 0		198	Horns, of kinds	Ton ...	1 6 0	1 6 0		
Special.		199	Ice	Do. ...	1 12 0	1 12 0		
		200	Do. small quantities for use of ships in Docks		Free.			
		201	Incense—*see* Olibanum.					
Measurement		202	Indian Condiments	Case	Measurement.			
0 12 0		203	*Indigo*	Ton ...	2 0 0	2 0 0		
Measurement		204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case ...	Measurement.			
0 6 0		205	Ink	Case or package ...	0 11 0	0 11 0		
9 8 0		206	Do.	Cask ...	0 14 0	0 14 0		
Measurement		207	Do.	Package of not more than 50 lbs. ...	0 2 0	0 2 0		
0 12 0		208	Ironmongery	Ton ...	2 4 0	2 0 0		
Measurement		209	Do. when no weight is given ...	Package ...	Measurement.			
		210	Iron and Steel—					
12 0	½ wharfage for every 8 days or part thereof.		(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, T, and Old.	Ton ...	1 2 0	1 2 0		
0 12 0			(ii) Steel, Fagot, Keg, Spring and Octagon.	Do. ...	1 8 0	1 8 0		
0 12 0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do. ...	1 10 0	1 10 0		

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs a. p.					Rs. a. p.	Rs. a. p.
		212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.			
0 2 0		213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0 3 3	0 3 0
0 4 0		214	IvoryWare	Package ...	0 10 0	0 10 0
0 12 0		215	Jaggery	Ton ...	0 12 6	0 12 0
0 4 0		216	Jars, fancy, large, China and Japan... ...	Each ...	0 3 0	0 3 0
1 8 0		217	Do. common, large	One hundred ...	6 0 0	6 0 0
1 0 0		218	Do. do. small	Do. ...	4 0 0	4 0 0
1 0 0		219	Jewellery and Trinkets*	Box or package ..	1 8 0	1 8 0
0 4 0		220	Jewellery and Trinkets, imitation	Do. ...	0 8 0	0 8 0
0 4 0		221	Jute, pressed	Bale ...	0 5 0	0 3 0
0 8 0		222	Kerosene Oil	Case of 8 imp. gal. ...	0 1 3	0 1 3
0 12 0		223	Khootwood	Ton ...	2 0 0	2 0 0
1 0 0		224	Lac	Do. ...	2 8 0	2 8 0
0 2 0		225	Lac-dye	Package ...	0 7 0	0 7 0
0 4 0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ..	0 8 0	0 8 0
Measurement		227	Do. do. do. do. mock ...	Case or package ..	Measurement.	
0 12 0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1 8 0	1 8 0
0 12 0		229	Do. Black, White and Red...	Do. ..	2 4 0	2 4 0
0 12 0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1 0 0	1 0 0
0 12 0		230	Do. Shot	Do. ...	2 4 0	2 4 0
Measurement		231	Leather, foreign	Case or package ...	Measurement.	
0 13 0	every 2 days or part thereof.	232	Liquorice root...	Ton ...	2 0 0	1 8 0

	Special.	½ wharfage for	233	Live Stock :—									
			233	Bullocks	Each	...	1	0	0	1	0	0
			I										
			A	Cows and Buffaloes...	Do.	...	1	12	0	1	12	0
			B	Calves and Pigs	Do.	...	0	10	0	0	10	0
			C	Dogs and Monkeys	Do.	...	0	3	0	0	3	0
			D	Donkeys	Do.	...	1	12	0	1	12	0
			E	Deer	Do.	...	0	10	0	0	10	0
			F	Elephants	Do.	...	6	0	0	6	0	0
			G	Fowls and Ducks	One dozen	...	0	3	6	0	3	6
			H	Goats and Sheep	Each	...	0	5	0	0	5	0
	Special.		I	Horses †	Do.	...	2	0	0	2	0	0
			J	Mules	Do.	...	2	0	0	2	0	0
			K	Pigeons, Quails and Partridges	Per dozen	...	0	2	0	0	2	0
			L	Turkeys and Geese	Do.	...	0	6	0	0	6	0
			M	Tigers, Bears, Crocodiles, and other Wild Animals	Each	...	5	0	0	5	0	0
			M-1	Tigers and other Wild Animals, cubs of...	Do.	...	1	0	0	1	0	0
			N	Other small birds					Free.			
			O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.					Do.			
			P	Animals for public gardens in India ...					Do.			
			234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive Officers when proceeding on or returning from duty at the Docks ...					Do.			
	0	2	0	235 Luggage, passengers' (See also item No. 409).	Portmanteau & hand packages.		0	1	0	0	1	0
	0	4	0	236 Luggage, passengers' (See also item No. 409).	Trunks and cases ...		0	2	0	0	2	0
	9	12	0	237 Machinery, up to ½ ton weight	Ton	...	1	4	0	1	4	0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.
† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
1 4 0		238	Machinery over ¼ and not exceeding 1½ tons.	Ton ...	1 10 0	1 10 0
1 12 0		239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1 14 0	1 14 0
2 0 0†		240	Do. over 5 and not exceeding 8 tons.	Do. ...	3 4 0	2 4 0
2 8 0†		241	Do. over 8 and not exceeding 11 tons.	Do. ...	4 0 0	4 0 0
3 0 0†		242	Do. over 11 and not exceeding 15 tons.	Do. ...	5 0 0	5 0 0
4 0 0†		243	Do. over 15 and not exceeding 100 tons.	Do. ...	7 8 0	7 8 0
0 12 0		244	Madder or Munjeet	Do. ...	2 0 0	1 8 0
1 0 0		245	Marble and Marble Slabs	Do. ...	2 4 0	2 4 0
Double Measurement.		246	Matches	Cases ...	Measurement.	
0 4 0		247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6
0 2 0		248	Do. country...	One hundred ...	0 6 0	0 6 0
Measurement		248A	Mats, Zanzibar...	Package ...	Measurement.	
0 4 0		249	Matting, coir	Do. ...	0 5 0	0 5 0
0 6 0		250	Do. rolls of coir carpet....	Do. ...	0 8 0	0 8 0
		251	Medicines—*see* Drugs...			
0 12 0		252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0
		253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons (*see* Machinery)	Do. ...	2 0 0	2 0 0
		254	Do. for weights above 5 tons—*see* Rates for Machinery.			
Machinery Rates.	every 2 days or part thereof.	255	Do. do. when no weight is given	Package ...	Measurement.	
		256	Millinery—*see* Haberdashery			

			& wharfage for	257	Mill furnishings—*see* Rates for Machinery.					
0	4	0		258	Mineral waters...	Case or cask ...	0	5	0	0 5 0
0	12	0		259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1 12 0
Machinery Rates.				259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package ...	Same rates			as machinery.
2	0	0		259B	Motor Bicycles or Tricycles	Do. ...	8	0	0	8 0 0
0	12	0		260	Mowra Flowers...	Ton ...	0	15	0	0 15 0
0	4	0		261	Musk	Case or package ...	1	4	0	1 4 0
0	12	0		262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0	15	0	0 15 0
0	12	0		263	Nails, of sorts	Do. ...	1	12	0	1 12 0
0	6	0		264	Naphtha	Case or carboy ...	0	3	0	0 3 0
0	12	0		265	Nux Vomica	Ton ...	2	0	0	1 8 0
0	12	0		266	Oilcake	Do. ...	1	2	0	1 2 0
0	2	0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable.	Tin, drum or case up to 10 Imperial gals.	0	2	6	0 2 6
0	12	0		268	Do. do. do. in casks ...	Ton ...	1	8	0	1 8 0
0	8	0		269	Oils, perfumed...	Case or pot ...	0	10	0	0 10 0
Measurement				270	Oilcloth and Floorcloth	Ton ...	2	0	0	2 0 0
0	1	0		271	Oilman's Stores	Case below 2 c. ft. ...	0	2	0	0 2 0
0	1	6		272	Do.	Case from 2 to 5 c. ft.	0	4	0	* 0 4 0
Measurement				273	Do.	Case from 5 c. ft. and upwards ...	Measurement.			
1	0	0		274	Olibanum or Incense	Ton ...	1	12	0	1 8 0
1	8	0		275	Opium	Chest of 140 lbs. ...	1	12	0	1 4 0
0	12	0		276	Do.	Half chest ...	0	14	0	0 10 0
				276A	Ore, Manganese	Ton ...	.....			0 8 0
				276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....			*0 10 6
				276C	Ore, Mineral, other than Manganese ...	Do. ...	.....			0 12 0
				277	Organs and Harmoniums—*see* Harmoniums.					
0	2	0		278	Orsidue or brass leaves	Package ...	0	2	6	0 2 6
0	1	0		279	Overland post parcels	Each ...	0	2	6	0 2 6
0	12	0		280	Paints, oil	Ton ...	2	4	0	2 4 0

* Includes the use of the Trustees' Tramway. † Plus carriage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 4 0		281	Paper, of kinds (including Bales of old newspapers)	Case or bale ...	0 6 0	0 6 0
0 4 0		281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0 4 0	0 6 0
1 0 0		282	Pearls	Box or package ...	1 0 0	1 0 0
0 4 0		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
As Oilman's	Stores.	283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
0 12 0		284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
Measurement			Perambulators	Case ...	Measurement.	
Do.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0		286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0		286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0	every 2 days or part thereof.	287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0		288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 12 0
0 4 0		289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0		290	Do. Woollens...	Do. ...	0 6 0	0 5 0
1 12 0		291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India... ...		Free.	
		294	Platedware—*see* Bullion.			

1 0 0	½ wharfage for	295	Precious Stones	Box or case ...	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load ...	0 1 0	0 1 0
		297	Do. for daily use of Ships in Docks...		Free.	
0 2 0		298	Quicksilver	Bottle ...	0 5 0	0 5 0
0 2 0		299	Rags	Bale or package ...	0 4 0	0 3 0
See Machinery.		300	Railway Plant and Materials		Same rates as Machinery.	
		301	Raisins—*see* Fruits, dried.			
0 12 0		302	Rattans	Ton ...	2 4 0	2 4 0
0 1 0		303	Do. Malacca	One dozen ...	0 3 0	0 3 0
0 12 0		304	Rose-flowers, dried	Ton ...	2 4 0	2 4 0
0 2 0		305	Rose-water	Case ...	0 2 6	0 2 6
0 1 0		306	Do.	Carboy ...	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
1 12 0		308	Rosin	Ton ...	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 12 0		310	Safflower...	Ton ...	2 8 0	1 12 0
0 6 0		311	Saffron	Case ...	1 0 0	1 0 0
0 12 0		312	Sago	Ton ...	2 4 0	2 4 0
Measurement		313	Do.	Case or package.	Measurement.	
0 12 0		314	Salammoniac	Ton ...	2 4 0	2 4 0
0 12 0		315	Salt, country	Do. ...	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's Stores.			
0 12 0		316A	Do. English in Bulk	Ton ...	0 6 0	.....
0 12 0		317	Saltpetre	Do. ...	2 0 0	2 0 0
0 1 0		318	Samples, Cotton, small		Free.	
0 1 0		319	Do. other than above	Parcel ...	0 1 0	0 1 0
Measurement		320	Do. do. in case	Case ...	Measurement.	
0 12 0		321	Sandalwood	Ton ...	2 0 0	2 0 0
Measurement		322	Do. boxes and ware	Package ...	0 7 0	0 7 0
0 12 0		323	Sapanwood	Ton ...	1 10 0	1 6 0
0 12 0		324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do. ...	0 10 0	0 11 0

* Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Ton ...	1 12 0	1 12 0
0 12 0		326	Senna Leaves	Do. ...	2 4 0	1 12 0
1 0 0		327	Shark Fins and Samoodar Fins	Do. ...	2 2 0	2 2 0
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package ...	0 14 0	0 12 0
0 4 0		329	Shawls, European	Do. do. ...	Measurement.	
0 12 0		330	Shellac	Ton ...	2 8 0	1 12 0
0 8 0		331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton ...	2 0 0	1 8 0
0 1 6		333	Shovels	Per dozen ...	0 3 0	0 3 0
0 4 0		334	Silk, Raw	Case or bale ...	0 8 0	0 8 0
		335	Do. Piece-goods—*see* Piece-goods.			
		336	Silverware—*see* Bullion.			
Measurement		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0
Do.		338	Soap, perfumed, foreign	Case ...	Measurement.	
Do.		339	Do. bar do.	Do. ...	Do.	
Do.		340	Do. do. do. in small boxes ...	Per cubic foot ...	0 2 0	0 2 0
1 0 0		341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0
0 12 0		342	Spelter and Solder	Do. ...	1 14 0	1 14 0
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard, Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0
		344	Cardamoms—*see* Special Rate for Cardamoms.			
0 0 2	every 2 days or part thereof.	345	Spirits, Liquors, and Wines in wood ...	Imp. gal. ...	0 0 3½	0 0 3½

0 0 9	⅓ wharfage for	346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0
ement		347	Stationery, unenumerated	Case or cask ...	Measure	ment.
		348	Steel—*see* Iron and Steel, Items 210—212.			
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton ...	0 12 6	0 12 6
0 2 0		350	Do. Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measure	ment.
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0
		353	Tallow—*see* Fat.			
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0
0 3 0		355A	Do. old	Do. ...	0 4 0	0 4 0
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
0 1 0		357	Do.	Pkge. above 15lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0		358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0
Measurement		359	Thread	Case ...	0 6 0	0 5 0
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0
Per ton						
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0
0 1 0		366	Tin plates	Box of 1 cwt. & under*	0 1 6	0 1 3
0 4 0		367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0
Measurement		368	Do. country	Bale ...	Measure	ment.
0 4 0		369	Tortoise Shell	Case ...	0 9 0	0 9 0
Measurement		370	Toys	Do. ...	Measure	ment.

* Boxes above 1 cwt. to be charged proportionately.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		371	Trunks and Boxes	Case ...	Measure ment.	
0 12 0		372	Turmeric and Turmeric powder	Ton. ...	1 2 0	1 4 0
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0 2 6	0 2 6
1 4 0		374	Twine	Ton ...	1 8 0	2 0 0
Piece-goods Rates.		375	Twist and Yarn	Bale ...	0 4 0	0 2 8
Measurement		376	Umbrellas	Case ...	Measure ment.	
0 1 0		377	Varnish	Five Imp. gals ...	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6
		379	Do. do.	Cart-load ...	0 7 0	0 7 0
	every 2 days or part thereof.	379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ...	1 0 0	1 0 0
				Cart-load ...	0 12 0	0 12 0
0 2 0		380	Vermilion	Case ...	0 5 0	0 5 0
0 4 0		381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0
0 8 0		382	Watches, gold and silver	Case ...	1 8 0	1 8 0
0 4 0		383	Do. other than above	Do. ...	0 12 0	0 12 0
0 12 0		384	Whiting	Do. ...	2 0 0	2 0 0
0 12 0		384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0
		385	Wines, &c.—*see* Spirits.			
0 1 0		386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0
1 0 0		387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0
0 8 0		388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0

0	8	0		389	Do. do.	Bale from 1½ to 3 cwts	0	6	0	0 6 0
0	8	0		390	Do. do.	Bale or bora above 3 cwts.	0	8	0	0 8 0
0	4	0		391	Do. pressed	Bale	0	5	0	0 5 0
				392	Do. Berlin—*see* Haberdashery.					
				393	Woollens—*see* Piece-goods.					
0	12	0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton ...	2	0	0	1 4 0
0	12	0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do. ...	2	0	0	2 0 0
				396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—					
0	1	0		397	if under 4 cubic feet	Package ...	0	2	0	0 2 0
0	1	6		398	if 4 or under 6 cubic feet	Do. ...	0	4	0	0 4 0
0	2	6		399	if 6 „ 10 „	Do. ...	0	6	6	0 6 6
0	4	0		400	if 10 „ 15 „	Do. ...	0	8	0	0 8 0
0	5	0		401	if 15 „ 20 „	Do. ...	0	10	0	0 10 0
0	6	0		402	if 20 „ 30 „	Do. ...	0	14	0	0 14 0
0	10	0		403	if 30 „ 40 „	Do. ...	1	8	0	1 8 0
0	14	0		404	if 40 „ 50 „	Do. ...	1	8	0	1 8 0
1	0	0		405	if 50 „ 60 „	Do. ...	1	14	0	1 14 0
0	1	0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0	2	0	0 2 0
1	4	0		407	On all goods not enumerated, chargeable by weight	Ton ...	2	4	0	2 4 0
				408	Unenumerated unpacked goods	Coolie-load ...	0	2	0	0 2 0
				409	Passengers' baggage unmanifested and for which Dock labour is not supplied; also bicycles, tricycles, and sporting guns, the personal property of passengers except when first imported from Europe ...				Free	

Hazardous goods, which cannot be received at the Dock Transit Shed but which need to be removed to the Special Shed at Mazagon or elsewhere, will be charged double the rates of removal and extra wharfage rent prescribed in columns 1 and 2.

4 wharfage for

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—1 *pies a maund, or* 9 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1*st Class.*—6 *pies a maund, or* 13 *annas a ton.*

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papad-khar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brass-ware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, others than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna*.

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna*.

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
" " " over 6 "	0	1	0	"
Bales under 6 cubic feet	0	1	0	"
" over 6 "	0	2	0	"
Cases, Machinery, under 1½ tons weight	0	2	0	"
Packages over 1½ tons weight...	0	8	0	"
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	"
" " " over 2 dozen...	0	1	0	"
Pianos and Harmoniums	0	4	0	"
Gilt Mouldings	0	4	0	"
Quarter Casks in Casing	0	4	0	"
Hogsheads "	0	8	0	"
Two-wheeled Carriages	0	4	0	"
Four-wheeled "	0	8	0	"
Fixing Carriages...	4	0	0	"

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16, will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at	0	8	0	"
For Hire of Wire net Slings } ship's risk.	2	0	0	"
For Hire of Large Iron Tubs	1	0	0	"
For Hire of Small Tubs	0	8	0	"
For Hire of 5-Ton Trucks	3	0	0	"
For Hire of 10-Ton "	6	0	0	"

9. Weighing or measuring goods 8 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 3 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B.—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent, so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagons is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

II.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged 3rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by mucadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by mucadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

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* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 28.

Provided that in the case of weights exceeding 1¼ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—
For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P.M. (Indian Standard Time) to 3 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time), to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time), to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200

For work done on Holidays ..... „ 30 per day.

„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

   one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days ; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30 A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 8-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 8-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

				Rs.	a.	p.	
			5 tons... ...	1	0	0	per ton.
„	5	„	„ 8 „	2	0	0	„
„	8	„	„ 11 „	3	4	0	„
„	11	„	... ...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock, are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ...	Special Rates.		
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	... ..
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	...	50
Chiretta, in bales	16	50
Charrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	... ..	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Gunjah	.....	50 gross.
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross.	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabolams	16	.....
Molasses	2 puncheons	or 4 bhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	30	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4 bhds.	
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding.	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	5 bales not exceeding.	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	30	.....
„ „ boxes	30 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14 gross.	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ...2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.	
Arrowroot	Cases	50 Cubic feet	
Ditto	Bags	16 Cwts. Nett	
Bees' Wax	Cases	50 Cubic feet	
Ditto	Bags	16 Cwts. Nett	
Betel Nut	Do. or Mats	16 „ „	
Blackwood	In square Logs ...	50 Cubic feet	
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett	
Bone Meal	Bags	20 „ „	
Cardamoms	Robbins...	10 „ „	
Ditto	Bags	10 „ „	
Ditto	Cases	50 Cubic feet	
Cassia	Bales	800 lbs. Nett	50 Cubic feet
Cinnamon	Do.	800 „ „	
Ditto	Cases	50 Cubic feet	
Citronella Oil	Cases, Drums or Tanks	50 „ „	
Cocoanut Oil	Casks	14 Cwts. Nett	
Coculus Indicus ...	Robbins	14 „ „	
Ditto	Bags	16 „ „	
Coffee	Casks	16 „ „	
Ditto	Bags	18 „ „	
Ditto	Cases	50 Cubic feet	
Coir Yarn and Fibre ...	Pressed Bales	50 „ „	
Ditto	Bundles or Coils ...	8 Cwts. Nett	
Ditto	Dholls not exceeding 4 lbs.	10 „ „	
Coir Matting	Rolls	50 Cubic feet; $\frac{1}{7}$ allowed off for the round.	

TONNAGE SCALE—*contd.*

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales .	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett

TONNAGE SCALE—*concld.*

Goods.	Packages.	Shipping Ton
Horns, Deer	Loose	12 Cwts. Nett
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwts. Nett
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks.	50 Cubic feet
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto ...	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per	cent.
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Metals...	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial	Gallons.
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone meal and Bone dust	30 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	13 cwt.	16 cwt
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed...	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled...	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowaree, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet	50 feet.
Mussor, in bags	18 cwt.	30 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	... ...
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1¼ cwt.) ...	13 „	16 „
Do. do. (1½ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak Round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated wood	11 „	14 „
Whanghees (*vide* canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

PAYABLE IN KARACHI.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KARACHI.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1907.

The annual ballot for the office of Chairman took place on the 14th and 15th January 1907, and resulted in the election of Mr. C. H. Armstrong as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1907.

The ballot for this office took place on the 21st and 22nd January 1907, and resulted in the election of Mr. Donald N. Graham.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Representative of Chamber.

On 5th March 1906, the Chamber was invited by His Excellency the Governor of Bombay to recommend a person to be nominated as an additional member of his Council in the room of Mr. C. H. Armstrong whose term of office had expired. A ballot was duly held on 4th April 1906, when the Chairman, Mr. H. E. E. Procter, was elected. His name was therefore recommended to His Excellency, and on 17th April he was duly nominated.

PORT TRUST.

Representatives of the Chamber on the Board.

Mr. C. H. Armstrong, Mr. F. W. Bickel, and Mr. R. G. Monteath, whose terms of office on the Board expired on the 31st March 1906, were all three re-elected as representatives of the Chamber for a further period of two years.

Mr. C. H. Armstrong on proceeding Home, obtained leave of absence from the Board meetings for six months from the

28th April 1906; and Mr. Donald Graham was elected to act for him during the above period. Mr. Frank Ritchie resigned his Trusteeship on the 21st September 1906, and Mr. W. C. Symes was elected the Chamber's representative in his place. The remaining member, the Hon'ble Mr. H. E. E. Procter, continued to act throughout the year 1906.

BOMBAY IMPROVEMENT TRUST.

Representative of Chamber on Board.

Mr. C. H. B. Forbes was re-elected, on 15th March 1906, to represent the Chamber on the Board of the Bombay Improvement Trust, for a term of two years with effect from 1st April 1906.

MUNICIPAL CORPORATION.

Mr. D. M. Inglis, one of the representatives of the Chamber on the Municipal Corporation, having resigned in May 1906 on proceeding to Europe, Mr. A. M. Tod was duly elected to fill the vacancy. The remaining member, Mr. C. H. B. Forbes, continued to act throughout the year 1906.

NEW MEMBERS OF THE CHAMBER.

The total number of Members on the rolls of the Chamber on the 31st December 1906 was 103, compared with 93 at the end of 1905. The following are the names of those elected during the year under report:—

Messrs. Kiddle, Reeve & Co., proposed by Messrs. Killick, Nixon & Co., and seconded by the Chartered Bank of India, Australia & China.

Messrs. Allen Brothers & Co., proposed by the Alliance Bank of Simla, Ltd., and seconded by Messrs. Lyon & Co. (Bombay), Ltd.

Messrs. Holland & Moss, Ltd., proposed by the Chartered Bank of India, Australia & China, and seconded by Messrs. Fleming, Shaw & Co.

Messrs. Louis Dreyfus & Co., proposed by the Chartered Bank of India, Australia & China, and seconded by Messrs. Tata & Sons.

The International Banking Corporation, proposed by the Chartered Bank of India, Australia & China, and seconded by Messrs. W. & A. Graham & Co.

The Bombay Steam Navigation Co., Ltd., proposed by Messrs. Wallace & Co., and seconded by Messrs. W. & A. Graham & Co.

Messrs. Marshall Sons & Co., Ltd., proposed by the National Bank of India, Ltd., and seconded by Messrs. Forbes, Forbes, Campbell & Co., Ltd.

Messrs. Meister Lucius & Bruning, Ltd., proposed by the Hongkong and Shanghai Banking Corporation, and seconded by Messrs. M. Ostermayer & Co.

Mr. A. Strandes, proposed by Messrs. Volkart Brothers, and seconded by the Chartered Bank of India, Australia & China.

Messrs. Cory Brothers & Co., Ltd., proposed by the National Bank of India, Ltd., and seconded by the South British Fire and Marine Insurance Co. of New Zealand.

Messrs. Little & Co., proposed by Messrs. Killick, Nixon & Co., and seconded by Messrs. Wallace & Co.

L'Union Fire Insurance Co., Ltd., of Paris, proposed by Messrs. Killick, Nixon & Co., and seconded by the Comptoir National d'Escompte de Paris.

The following ceased to be Members:—

Messrs. H. J. Rustomjee & Co.

Messrs. Shepherd & Co.

SUB-COMMITTEES.

Soon after the Members of the General Committee for 1906 came into office, the Chairman, the Hon'ble Mr. H. E. E. Procter, submitted a scheme for the formation of Special Sub-Committees, whose function it would be to assist the General Committee as far as possible with available expert opinion on important and technical matters that might be submitted to the Chamber from time to time. The scheme was approved of and sanction was given to the formation of the undermentioned Sub-Committees, and the appointment of the members mentioned in respect of each section.

It may here be added that the work accomplished by these Sub-Committees has amply justified their formation, and the Committee desire to record their appreciation of the disinterested and able manner in which the members have performed their varied and often onerous duties.

IMPORTS SUB-COMMITTEE.

T. Sharples, Esq.
W. E. Crum, Esq.
S. J. Gillum, Esq.
A. Foulkes, Esq.
O. Schilizzi, Esq.
R. Tilemann, Esq.

FINANCE SUB-COMMITTEE.

The Hon'ble Mr. H. E. E. Procter.
H. Courtenay Wright, Esq.
J. Begbie, Esq.
G. Miller, Esq.

SHIPPING & EXPORTS SUB-COMMITTEE.

H. Blascheck, Esq.
D. N. Graham, Esq.
R. G. Monteath, Esq.
J. N. Metaxa, Esq.
F. A. Reddie, Esq.

RAILWAY SUB-COMMITTEE.
The Hon'ble Mr. H. E. E. Procter.
F. W. Bickel, Esq.
C. A. R. Crommelin, Esq.
A. Muirhead, Esq.
J. N. Metaxa, Esq.

THE ELECTION OF NEW MEMBERS.

CHANGE IN THE METHOD OF VOTING.

The system hitherto in vogue of balloting for members has not been found to work well in practice as it has necessitated the personal attendance of members at the office when registering their votes. This attendance was both irksome and often impossible, as the members frequently found that they had other more important business engagements on the days fixed for the ballot. Consequently many abstained from voting, thus necessitating special canvassing before sufficient votes could be raised on these occasions. The Committee after considering several suggestions have adopted the following method proposed by Mr. A. Leslie :—

(*a*) Two envelopes, one larger than the other and of different colours, to be forwarded to each member. The larger envelope to have on it the address of the Chamber, and the words "Vote for new Member," with the name of the voter on the left hand bottom corner. The smaller to have the name of the candidate on top, and the words "Vote enclosed" in the middle.

(*b*) The smaller envelope to contain a voting slip folded in two, with the words "For" or "Against" on either inside half. The larger to hold the smaller envelope containing the slip together with a covering letter to each member

(*c*) When voting the member is to strike out the word "For" or "Against," (whichever of the two he does not wish to stand) and then he is to seal the slip in the smaller envelope. This closed envelope, together with the covering letter (after being endorsed by the voter) to be returned to the Chamber in the larger envelope.

(*d*) The Scrutineers, when examining the votes, to first open only the outer envelopes, and after setting on one side the sealed small envelopes, to check the list of votes with the names appearing on the outer envelopes and on the covering letters. When this procedure has been complied with throughout, all the larger envelopes and covering letters are to be destroyed. This having been done, the small envelopes (which do not show the voter's name) are then to be opened and the votes "For" and "Against" duly recorded.

This method of voting has been given a thorough trial and has met with the approval of all concerned. It has therefore been decided to adopt it for all future elections in the Chamber.

REORGANISATION OF THE MEASUREMENT DEPARTMENT.

It had been realised of late that the status and prospects of the employés in the Measurement Department needed reconsideration. The Secretary's report on the subject showed that the present salaries generally were not sufficient to induce men to remain permanently on the staff, and that the consequent changes and the influx of new and untrained men were detrimental to the efficiency of the Department. It was therefore felt that it would be to the advantage of the

Chamber if the status and future prospects of the Measurers were placed on a more hopeful basis.

A further report was submitted by a Special Committee appointed to enquire into the whole situation, and the following are some of the leading features of the same. It was recommended (*a*) that maxima salaries be fixed for every grade of the Department. (*b*) That there should be an immediate increase of Rs. 25 per mensem in each Measurer's salary. (*c*) That a Provident Fund be started for the benefit of the members. (*d*) That the annual bonus to the members of the Measurement Department be fixed at 2 per cent. (instead of 4 per cent. as hitherto) of the net fees received. (*e*) That proposals regarding special grants on retirement or death (unconnected with the Provident Fund Rules) be placed on record as a guide to future Committees.

The Special Committee's report was favourably received, and all their recommendations were subsequently adopted. (*Appendix* A-1.)

THE CHAMBER'S PROVIDENT FUND.

On a proposal put forward by the Hon'ble Mr. H. E. E. Procter, Chairman of the Chamber, a Special Committee was appointed in May 1906 to consider and report on the question of establishing a Provident Fund for the benefit of the Chamber's staff. The report submitted was favourably received, and on receipt of legal opinion on the same, it was decided to form a permanent Fund to be called "The Bombay Chamber of Commerce Provident Fund," which was to come into operation from the 1st January 1907.

The full text of the rules referring to the above will be found in the Appendix. It was decided that the Fund was to be managed by the Committee of the Chamber, two members being annually appointed as Trustees. Every employé entering the service of the Chamber on or after the 1st January 190

would *ipso facto* be a member of the Fund, and all others, already in the service of the Chamber, should be given the option of joining within 30 days of the said date. Every member had to contribute 5 per cent. of his salary to the Fund, and the Chamber would on the 30th June and 31st December in each year pay into the Fund a sum which would be equal to the aggregate contributions of all the members during the half-year preceding each of such days respectively. The monies of the Fund not immediately required for the purposes of the Fund would be invested by the Trustees in Port Trust, Improvement Trust, or Municipal Debentures or other duly authorised Trust Securities from time to time, but not later than 12 months after being credited to the Fund. The account of each member would be made up on the 31st December in each year, and interest at 4 per cent. per annum would be allowed on the amount standing to his credit during such year; and the Chamber would contribute the difference (if any) between the amount of interest realised by the investment and 4 per cent. interest as aforesaid. Payment would be made within three months from the date of retirement or death of the member and would include interest up to the date on which the said payment was made. For further particulars see Appendix.

The undermentioned proposals have also been placed on record as a guide to future Committees, but they are not to be considered as forming any part of the aforesaid Provident Fund :—

"Subject to the approval of the Committee of the Chamber, the following special grants will be made on retirement or death. Employés who have served five years or more on the 1st January 1907 will be entitled to have the following added to what they receive from the Provident Fund :—

(*a*) Those who have served over 5 and less than 10 years, 3 months' salary.

(*b*) Those who have served over 10 and less than 15 years, 6 months' salary.

(*c*) Those who have served over 15 and less than 20 years, 9 months' salary.

(*d*) Those who have served over 20 years, 12 months' salary.

The above additions to be based on the salaries drawn by individuals on the 1st January 1907." (*Appendix* A-2.)

THE INDEX.

During the year under review it was decided to complete and publish an Index to all the Chamber's Annual Reports from the inception of the Chamber in 1836 to the end of 1905, that is for a period covering 70 years. Though a start had been made in this direction in 1904, it was considered advisable to undertake the compilation now from the very beginning. This work was ably carried out by the Chamber's Staff, and the result has been the production of a handy volume of extremely useful information.

The indexing is more or less analytical. The enquirer is not referred merely to page and column of the said Reports, but a clear indication is given of what he will find there. The various subjects are dealt with alphabetically, and the year, date, and page are printed in separate type. Thus a glance at the Index will be sufficient to place the required information before the reader. Every endeavour has been made to produce a compilation that will be exhaustive, lucid and easy to consult. The creation of such an Index, it cannot be doubted, will be highly useful to all the members, while it will at the same time be invaluable for the purposes of any future historian of the Chamber. The volume is now in the press, and will be available shortly.

BILL FURTHER TO AMEND THE INDIAN MERCHANT SHIPPING ACT IN RESPECT OF RUNNING AGREEMENTS.

(See *Reports* 1903, *pp.* 125, 129; 1904, *pp.* 99, 491; 1905, *pp.* 14, 184.)

It had been represented to the Government of India from time to time that considerable practical inconvenience was felt by the requirements of Section 23 of the Indian Merchant Shipping Act, 1859, and that a much more suitable provision on the subject of **Running Agreements** in the case of foreign-going ships making short voyages was that which clause 54 of the Indian Merchant Shipping Bill (as amended by the Select Committee when that measure was last before the Legislative Council of the Governor-General in 1896) proposed to substitute for the existing enactment. Section 23 prescribed that in the case of a foreign-going ship making voyages averaging less than six months in duration, Running Agreements with the crews might be made to extend over two or more voyages, provided that no such agreement shall extend beyond the next following 30th day of June or 31st day of December, or the first arrival of the ship at her port of destination in India after such date. The law, previous to the amendment of the Indian Merchant Shipping Act, which was not strictly enforced in Bombay till a comparatively recent time, occasioned much inconvenience to the Steamer Companies, particularly at this port. The Government of Bombay and the Bombay Chamber of Commerce were agreed that its enforcement led to considerable disorganization of labour at the end of each half year, and that ship-owners experienced great difficulty in obtaining efficient crews at or about these dates. The inconvenience was particularly felt in the case of Mail vessels which had, under contract, to leave on fixed dates. It was proposed to amend the present

law so as to provide that agreements of this nature should terminate six months after they were entered into. A somewhat similar proposal received the assent of the Secretary of State in 1891, but, for the reason explained in the Statement of Objects and Reasons attached to the Bill, it had not hitherto been brought into force. In that year, however, the Government of India made an amendment of section 32 of the Merchant Shipping Act of 1859 in respect of crews for home trade ships, that is, ships plying between ports in India. The Bill had been drafted so as to apply to the crews of foreign-going ships registered in British India under the Merchant Shipping Act of 1894, or registered in the United Kingdom under the same Act but not employed in trading with any port in the United Kingdom, the regulations which already apply to crews on home trade ships plying to ports in India.

A Draft Bill was accordingly framed embracing the following provisions:—

"To section 23 of the Indian Merchant Shipping Act, 1859, the following shall be added, namely:—

"Notwithstanding anything in this section, in the case of any such foreign-going ship as aforesaid being a ship—

(*a*) Registered in British India under the Merchant Shipping Act, 1894, or

(*b*) Registered in the United Kingdom under the said Merchant Shipping Act, 1894,

but not employed in trading with any port in the United Kingdom, a Running Agreement with the crew may be made to extend over two or more voyages, so that it shall terminate either within six months from the date on which it was executed or on the first arrival of the ship at her final port of destination in British India after the expiration of

that period, or on the discharge of cargo consequent upon such arrival, whichever of these dates shall be the latest:

"Provided that no such agreement shall continue in force if after the expiration of such period of six months as aforesaid, the ship proceeds on a voyage from a port out of British India to any other such port which is not on the direct road or a customary route to her port of destination in British India.

"In section 24A of the said Indian Merchant Shipping Act, 1859, as amended by section 2 of the Indian Merchant Shipping Law Amendment Act, 1891, after the word 'December' the words 'or, as the case may be, after the expiration of a period of six months from the date on which it was executed,' shall be inserted."

The opinion of the Chamber was in due course invited by the Bombay Government, and the proposed measure was favourably received by the Committee, who, in conveying their approval to Government, stated that it would have the effect of doing away with the grievances to which attention had previously been drawn, and would therefore be welcomed by Shipping Companies generally.

While the Bill was under the consideration of the Government of India, the Chamber was further consulted regarding the effect of the proviso to clause 2, the point being that if the six months' period had elapsed and a ship leaving a foreign port was not proceeding by the direct road or by a customary route to her port of destination in British India, the agreements of the seamen would terminate as soon as the vessel left the port. The precise meaning which would be attached to this clause by the Courts was somewhat doubtful; but it appeared probable that practical difficulties would arise in cases where the six months' period expired at, or prior to the arrival at, a foreign port from which the ship was not

directly returning to British India. The difficulty which was felt in respect of this matter would be more clearly appreciated if a concrete case be taken as an illustration. If it be assumed that the six months' period expired prior to the arrival of a vessel at Bandar Abbas, it would seem to follow that the seamen's agreements would terminate there, although the vessel were proceeding on the customary voyage round the Gulf ports, and were returning to Bombay direct from the Gulf.

The Government of India desired to know whether such a result would lead to practical inconvenience, and if so, the local Government was asked to advise them as to the manner in which the clause in question should be amended in order to obviate this.

The Committee, in their reply, stated that the point raised by the Government of India was one that was not likely to cause much practical inconvenience, as the routes of steamers under six-monthly agreements were always known before departure from the port at which the crews were engaged, and were stated in their agreements. Legally, it seemed to the Committee, a crew could (if the articles expired at or before arrival at a port, prior to the port of destination), demand to be sent back from there, and could refuse to proceed to destination. But it was hardly likely they would do so, and after all, the ship-owner would be himself to blame if he sent a ship to sea on a voyage which was not covered by the full period of the articles. His remedy in all such cases would be to sign on a fresh crew.

It was explained that in the past shipowners had consulted their crews, and if the latter were willing, as had usually been the case, they had completed the further round voyage. But as the situation was one that shipowners should be protected from, the Committee suggested that a clause might be added to the Articles whereby, if the men agreed before a shipping

master, prior to leaving an Indian Port, that they were willing to complete another round voyage, that the shipping master should have powers to endorse Articles to that effect, for a further period of say not more than a month, thus making it binding on both parties to continue employment till the return to the original port where the Articles were signed. (*Appendix* **B-1.**)

CERTIFICATES OF COMPETENCY TO MASTERS, MATES OR ENGINEERS ON BOARD BRITISH SHIPS.

(See *Report* 1893, *pp.* 194, 594).

An Order in Council, dated Buckingham Palace, 22nd October 1906, was published in the *Gazette of India* (Part I), dated 8th December 1906 and is reproduced in *Appendix* **B-2.**

ENGLISH MERCHANT SHIPPING ACT (1894) AMENDMENT BILL.

THE POSITION IN INDIA.

(See *Reports* 1893, *pp.* 181, 319 ; 1895, *pp.* 61, 314.)

The "Indian Merchant Shipping Bill," which was submitted to and reported upon by the Chamber in 1895, has not yet been passed into law. Later information regarding the proposed measure is given in *Appendix* **B-3.**

LASCAR CREWS.

(See *Reports* 1896, *pp.* 84, 315; 1902, *p.* 66; 1905, *pp.* 19, 191.)

It will be remembered that the Chamber took this question up with Government in the year 1904. The matter had also received the attention of the Secretary of State, at the instance of the Board of Trade, and it was suggested by the former to the Government of India that in the form of Agreement

for the engagement of lascars in India, provision should be made for the transfer of a lascar crew from a vessel at a port abroad to one at a port in the United Kingdom. The suggestion was referred to the maritime Local Governments and was unanimously approved by them. In these circumstances, the Governor-General in Council was pleased to direct by Notification dated 6th June 1906, that, under Section 27 (1) of the Indian Merchant Shipping Act, 1883 (X of 1883), the following additional stipulation should be inserted at the foot of the first page of the form of lascar agreement prescribed in Finance and Commerce Department Resolution, No. 1096 S. R., dated the 25th February 1903, namely :—

"Additional stipulation which must be entered into and signed either by the owner of the vessel, or by the master in his behalf in the event of discharge at a port not in British India and not in the United Kingdom :

"I hereby further agree that if the employment offered to the said lascars or other natives whose names are subscribed on the other side of this sheet is in a ship sailing from a port in the United Kingdom, then in that case I will provide and pay in advance to the said lascars or other natives the charges to which they may be put on account of the journey to such port and their wages for the time during which they may be in transit and make good to them any loss or damage which they may suffer in transit ; and I further agree that they shall be transferred only on the terms of an agreement approved in the manner prescribed in Section 125 (3) of the Merchant Shipping Act, 1894, and otherwise in accordance with the terms of that sub-section, and that the fee or fees for such approval shall be paid by me."

PRESIDENCY BANKS (AMENDMENT) BILL.

At the meeting of the Council of the Governor-General of India, held at Simla on 28th September 1906, the Hon'ble

Mr. Baker (Finance Minister) moved for leave to introduce a Bill further to amend the Presidency Banks Act, 1876.

In the course of his remarks he said that the Bill in question had been under consideration for some time, and it was originally in contemplation that it should be a somewhat important measure conferring power on the Banks, among other matters, to have recourse to the London money market under certain restrictions,—a power which they did not at present possess. Serious objections had, however, he said, been found to exist to this proposal, and eventually it was decided that, in the interests of the country as a whole, it was not expedient to give the Banks access to London. This proposal had therefore been abandoned, and, as a consequence, certain other proposals which were contingent thereon had also been dropped. These omissions had, he continued, deprived the Bill of much of its importance. It was now a measure of relatively minor consequence, whose only object was to remove certain restrictions on the powers of the Banks which experience had shown to be unnecessary, and slightly to enlarge the permissible scope of their operations. The principal new powers which it was proposed to confer on the Banks were the following, *viz.*:—

(1) To deal in securities issued by State-aided Railways or by District Boards;

(2) To make loans and advances on other than personal security for a period not exceeding six months, the existing limitation being three months;

(3) To grant overdrafts up to Rs. 10,000 instead of only up to Rs. 2,000 as at present;

(4) With the sanction of Government in each case to take over the capital, assets and business of any other bank in British India, and to carry on its business in accordance with the provisions of the Presidency Banks Act;

(5) To advance money on the joint and several promissory notes of two or more persons unconnected in business;

(6) With the previous sanction of the Local Government, to lend money for a period not exceeding six months to the Court of Wards in respect of estates under management; and

(7) In the case of the Bank of Madras, to lend, on Ceylon Government securities, resources raised by the banks in Ceylon.

It was also proposed to remove the existing statutory limitations on the capital of each bank.

The Bill was, in due course, referred to the Chamber for opinion. It was, as is usual in such cases, referred to and reported upon by a Sub-Committee, and in accordance with their recommendations the Chamber addressed the Bombay Government stating that the proposed alterations and additions to the Act, as contemplated by the Bill, met with their approval. As to the expediency, however, of conferring powers on the Presidency Banks to have recourse to the London Money Market, the Committee expressed regret that the Chamber had not been afforded the opportunity of giving their opinion on this important question. In this connection the Committee called attention to the Chamber's letter to the Government of India, Department of Commerce and Industry, dated 20th December 1899, in which it was stated that the Chamber saw no reason to suppose that such relaxation or permission would lead to rash borrowing or investment, or the tying up of capital for any excessive length of time. In regard to the Finance Minister's remarks, quoted above, the Committee stated that the announcement made by the Honourable Member had been received by the Chamber with surprise, especially as no reasons had been given for abandoning the proposal. In the absence

of such reasons the Committee were unable to assent to the statement by the Hon'ble Mr. Baker, but on the contrary believed that a strong feeling existed that it would be distinctly in the best interests of the country that the Presidency Banks should be allowed to borrow in London, subject to such restrictions as Government might deem it necessary to impose. (*Appendix* C.)

REGISTRATION OF PARTNERSHIPS.

(See *Reports* 1879-80, *pp.* 33, 325; 1903, 39, 286; 1904, *pp.* 40, 328.)

From the Singapore Chamber of Commerce the Committee received a copy of a report of a General Meeting of that body, held in December 1905, to consider the question of **Registration of Partnerships.** The following Resolution, which formed the subject of the meeting, was carried by 19 votes to 7:—

> "That in the opinion of the Singapore Chamber, the Registration of Partnerships Bill now before Council is not desirable in the trading interests of the Port."

In thanking the Singapore Chamber for these papers, the Committee stated that the question had occupied the attention of the various Indian Chambers of Commerce at different times during the last 35 years; that on the whole there was practical unanimity as to the usefulness in this country of a measure by which an effective Registration of Partnerships, not attended by cumbrous procedure, could be brought about. Though it was admitted that simplicity of procedure was difficult of attainment, the Committee stated that they approved of the principle of a Registration Act, believing, as they did, that such a Bill would be beneficial to the mercantile community. With this object in view, the Committee in 1903 supported the Bengal Chamber in suggesting amend-

ments, suitable to the needs of India, in a proposed Draft Bill; but although the subject still continued to attract attention no definite decision had been arrived at by the Indian Government in the matter. The following is a

History of the Proposed Measure.

It will be remembered that at the first conference of the Chambers of Commerce of India and Ceylon in January 1905, a resolution was unanimously adopted to the effect that Government should be asked to push forward as rapidly as possible the Bill in this connection, which has been under consideration for some time. This Bill provides for compulsory registration, the penalty for contravention being a bar to sue or to institute proceedings in any court on any cause of action. Sir E. Cable, who moved the resolution, perhaps partly by way of a hint as to the undesirability of further procrastination, incidentally remarked that the subject had occupied the close attention of the Indian Chambers of Commerce for nearly 40 years, a period surely long enough in which to have arrived at some definite conclusion. Moreover, the Government of India informed the Upper India Chamber of Commerce in August 1904 that they proposed to take the question into their careful consideration during the ensuing winter season, but somehow since this promise was made, two cold weathers have slipped away. Undoubtedly the question is beset with difficulties; in fact in 1890, when it was taken up by the Bengal Chamber for the third time, the Bombay, Rangoon and Madras Chambers decided on taking no further action, owing to what they regarded as insuperable obstacles, and the matter was dropped. In 1894 another attempt was made. It originated with a firm of solicitors in Calcutta, who suggested that the Civil Procedure Code should be amended so as to coincide with legislation undertaken in England which provided that

firms could sue and be sued by their trade name. The Bengal Chamber approved, but at the same time urged that the larger question of the registration of partnerships should not be abandoned, because the suggested alteration in the Civil Procedure Code would only partially mitigate the evils from which the mercantile community suffered in the absence of a law providing for registration. The Bombay Chamber also approved of the proposed amendment of the Civil Procedure Code, but action was not taken by Government. The Legal Remembrancer to whom the solicitors' recommendation was referred, while according his general approval, expressed the opinion that a more complete and more statesmanlike way of dealing with the matter would be to compel by legislation the registration of the names of all persons trading and carrying on business in names other than their own. This opinion, however, was overruled, and the Government Solicitor, for instance, cited the following as obstacles which he considered rendered the measure impracticable : (*a*) How could compulsion be enforced ? (*b*) How could the accuracy of the registered partnership description be secured ? (*c*) Who should be bound by the registered description, and to what extent ?

Action was next taken by the Bengal Chamber in 1902 when the whole matter was referred to a sub-committee, and in February 1904 a Draft Bill was submitted to the Government of India which is still under consideration.

The object of this measure is the same as that of nearly all commercial legislation, *viz.*, to protect the honest against the dishonest trader. The want of such an Act, it is well-known, favours the practice of no small amount of roguery in commercial transactions. What, it is hoped, would be effected by making the registration of partnership legally compulsory is to get at the person or persons who are really behind the

individual with whom business is formally put through. Another undoubted difficulty, irrespective of those referred to, lies in the fact that it would be a great hardship to impose upon every petty shopkeeper or trader the obligation to register his partnership. Mr. Armstrong, the representative of Bombay at the Conference of Chambers of Commerce to which allusion has been made, held that Government would never consent to such legislation unless this hardship could be obviated. Mr. Armstrong said that as a way out of this dilemma the Bombay Chamber proposed that the disability referred to should not be imposed on small traders, and that any firm or partnership should be allowed, without being registered, to sue for the recovery of such small sums as might not improbably be involved in the operations of petty commerce. In the Bombay Chamber's letter to Government of February 1904, Rs. 500 was suggested as a suitable limit in this regard. Personally Mr. Armstrong was disposed to favour a limit of double or even treble that amount.

There is one important point on which the two Chambers are at issue. The Bengal Chamber would not have the Act apply to partnerships entered into for a single venture, whereas the Bombay Chamber regarded it as absolutely essential that it should. In Bombay, it was explained, many partnerships centre round a single venture and are revived and continued from one to another venture. It was held as probable that even when the Association was not of this nature, it would, in the event of legal proceedings being instituted, be so represented. Further, there are those who consider that the great facilities afforded by this kind of partnership for the evasion of responsibilities constitute one of the prime elements in their popularity in certain kinds of business in Bombay; therefore, one of the benefits which the Bombay Chamber hoped would be derived by commerce from the registration law, was the gradual discouragement

of these elusive partnerships and centring of a whole series of transactions, not merely round a principal partner with unascertainable associates, but round a known and responsible partnership or firm. In fact, if partnership for a single venture were to be exempt, the effect of the law, as far as Bombay is concerned, would be to put known and reliable firms to considerable inconvenience, while leaving those whom the Bill was primarily intended to reach, a perfectly simple way of evading it. (*Appendix* D-1.)

DRAFT RULES UNDER THE PETROLEUM ACT, 1889.

Publicity was given during the year to certain draft rules framed by Government under the above Act in respect of major tank installations.

Some of the leading Bombay Firms interested in the Kerosine Oil trade found certain objectionable features in these rules, and in a joint letter to Government pointed out how irksome they would be in general working.

The Committee, seeing the reasonableness of the objections raised, addressed Government in support of the firms' representation, and were informed in due course that the matter would receive consideration. (*Appendix* D-2.)

AMENDMENT OF THE INLAND STEAM VESSELS ACT AND THE INDIAN STEAMSHIPS ACT, 1884.

Proposals for the amendment of the above Acts were under the consideration of the Government of India and the local authorities during the year, the object being to include a provision in the law so as to make it compulsory for all **Motor Driven Craft** to have properly qualified drivers on board.

Copies of the correspondence on the subject were forwarded to the Chamber by the Bombay Government and were in due course acknowledged, with the intimation that the Committee had no remarks to offer regarding the proposed amendments. (*Appendix* D-3.)

INCOME TAX ASSESSMENT.

The Madras Chamber had been in correspondence with the Government of their Presidency with reference to the action of the **Income Tax Assessors** in imposing in certain cases an arbitrary percentage in the year's turn-over instead of determining the actual profits in the usual manner, after examining the Assessees' books. In forwarding a copy of the correspondence, the Madras Chamber enquired whether the Committee would join in a representation to the Government of India on the subject.

The matter received the consideration of the Committee, but they regretted that they could not see their way to supporting a representation to Government on the question. While realizing the possibility of individual cases of hardship, they felt that under existing conditions in this country it would not be feasible to introduce a general change in Government procedure in this matter, as long as accounts, as kept by the people, could not be relied on for purposes of exact deduction. (*Appendix* D-4.)

REDISTRIBUTION OF WORK IN THE BOMBAY CUSTOMS HOUSE.

In February 1906 the Collector of Customs invited the opinion of the Chamber on a scheme he had proposed to the Commissioner of Customs regarding the **redistribution of work in the local Customs House**, necessitated by the Imperialisation of the Customs Service in India.

He proposed that the Collector should in future devote his full time to Customs matters, while the Assistant Collector should be placed in a position of authority at the Prince's Docks Custom House. That one of the Uncovenanted Assistant Collector's appointments should be abolished, and that the procedure for importers should be simplified in various ways. He also defined the new duties of the Uncovenanted Assistant Collectors, and laid down that the charge of the Statistical Office, held by the Covenanted Assistant Collector directly under the Commissioner, should revert to the Collector.

The details of the whole scheme are, however, too lengthy to recapitulate here in a concise form, and the reader must be referred for a full explanation to the text published in the Appendix.

In reviewing the scheme the Committee intimated that they were in general agreement with the proposal made by the Collector; but they asked to be favoured with further information on the following points:—

(*a*) Whether the work of checking and comparing Bills of Entry would be amalgamated or conducted as heretofore by separate Departments; and

(*b*) Whether the system of Permanent Deposits now carried on would remain unaltered?

The Committee, in conclusion, also remarked that owing to the rapid increase of trade the present Docks were almost always in a congested condition, and that unless every facility was given to importers by the Customs, this congestion would certainly increase. They further pointed out that at present great delay was experienced by merchants in getting manifest numbers at the Town Custom House. It was therefore urged that the staffs connected with manifest and comparing departments should be considerably strengthened so as to facilitate work in the direction indicated.

The Collector in his reply, dated 2nd June 1906, stated that the work of checking and comparing Bills of Entry would be conducted in one Department; and as regards the Permanent Deposit Department payments could be made and credit obtained up to 4-30 p.m., though cheques requiring enquiry must be held over if received after 2 p.m. The Collector fully agreed with the Chamber as to the importance of facilitating the giving of manifest numbers, and intimated that an increase of establishment would be arranged under this head.

Subsequently the following information was published by the Collector showing the changes in the Customs procedure and the establishment that would be adopted from the 15th June 1906 :—

The Import Inspecting Department will be abolished.

Bills of Entry of goods landed at the Town Customs House Bandar and at Bandars south of it, and of free goods will, as at present, be presented and completed (including appraisement, where necessary) at the Town Customs House in the Import Department.

Bills of Entry for goods landed north of the Town Customs House Bandar will be presented at the Town Customs House for numbering. They will then be taken to the Prince's Dock Customs House for appraisement and examination of goods. After check of appraisement by an Assistant Collector the red (Out-of-Charge Note) and blue (Duty Bill) Copies of the Bill of Entry will be prepared. After check by the Bill Examiners and Checkers, payment will be made at the Prince's Dock Customs House, except in the case of Permanent Deposit Accounts, which will continue to be paid at the Town Customs House.

The Importers' documents will be then examined by an Assistant Collector, who will sign the Duty Bill and Out-of-Charge Note.

The following orders were passed regarding times of payment:—

"Ordinary payments made in cash will be received at the Town Customs House up to 3-30 p.m. and up to 3 p.m. at the Prince's Dock Customs House. On Saturdays and half-holidays the hours will be 1 p.m. and 12-30 p.m. at the Town and Prince's Dock Customs Houses respectively.

"Payments will be received after these hours up to 4-30 p.m. on ordinary days, but they will not be credited till the following day's accounts.

"Payments under Permanent Deposits will be received up to 2-30 p.m. for cash payments and up to 2 p.m. for cheques on ordinary days. On Saturdays and half-holidays the hours will be 12-30 p.m. and 12 noon respectively. Payments will be received up to 4-30 p.m. on ordinary days, but will not be credited till the following day's accounts.

"Credit will be given for sums received up to 4-30 p.m., but in the case of cheques received after 2 p.m., credit may, at the discretion of the Chief Account Officer, be held over till next day."

As far as your Committee know these arrangemets have worked quite satisfactorily. (*Appendix* E-1.)

THE NEW CUSTOMS HOUSE.

As the construction of the New Docks necessitated alterations in the Customs House, the Collector, on behalf of the Committee appointed by Government, addressed the Chamber, and asked that the following alternative courses for the convenient disposal of Customs work might be considered:—

(*a*) To establish a new branch Customs House at the New Docks on the Dock Road between Goa Street and Carwar Street, maintaining the present Town Customs House, and Customs Basin, as well as the Prince's Dock Customs House.

(*b*) To reclaim an area south-east of the present Ballard Pier, and on it to build a new Central Customs House, and between which and the land adjoining the Mint a basin would be formed for the Customs boats.

(*c*) To build a Central Customs House on the Dock Road between Carwar Street and Coomta Street, and to construct a basin south of the present Ballard Pier with separate arrangements for the examination of cargo landed from the stream.

Further, the Collector stated that with reference to alternative (*a*) it had to be borne in mind that this would not meet the requirements of the Director of the Royal Indian Marine, who, it was understood, desired to acquire the present Customs basin and to extend the limits of the Dockyard to the Arsenal.

The Committee circulated the above proposals to all the members, and the consensus of opinion proved to be in favour of the New Customs House being situated near the Ballard Pier, and in this respect the site indicated in query (*b*) was preferred to the other alternatives. This site was, however, not considered wholly suitable, partly on account of the fact that it would be in the way of any further Dock extension southwards, and partly because it would seriously interfere with the berth alongside the wharf to the east of it, which the Chamber understood would be extensively used.

It was therefore the opinion of the members of the Chamber that the most suitable site for the New Customs House would be a reclamation in the corner of the existing basin, north of the Ballard Pier and east of the Port Trust Offices; and that a basin for Customs purposes could, if necessary, be constructed across the Ballard Pier directly to the south of it.

With reference to the last para. of the Collector's letter, the Committee pointed out that if the present Docks are to be extended in the future, as it is almost certain they would have to be within the next 20 years, the only available site for such a purpose would be to the south of the present Ballard Pier. They therefore took this opportunity of protesting, on behalf of the mercantile community, against the proposed extension of the present Government Dock further towards the north; and they asked that should any such proposals be brought forward hereafter, prior to any official action being taken, the Chamber of Commerce should be allowed to lay its views on the subject before Government. (*Appendix* **E-2**).

CUSTOMS' IMPORT DUTIES.

Handkerchiefs.

It was brought to the notice of the Committee that an Import Duty of 5 per cent. was being charged on **Lace Piece-goods** commercially known as **Handkerchiefs.** These are made up in pieces of twelve, and it was not clear why they should be treated differently to printed Handkerchiefs, on which 3½ per cent. duty was levied. The Committee, in addressing the Collector of Customs on the subject, considered that such goods should be regarded as **Cotton Piece-goods** and be charged the usual 3½ per cent. and not 5 per cent. as had been reported to the Chamber.

The Collector replied that the goods in question were charged at the higher rate of duty on the following grounds:—

(1) They were not staple cotton piece-goods, as ordinarily understood by the trade, and as intended by the legislature to fall within the lower rate of duty. That is to say, they were not manufactured, imported and sold in lengths of considerable extent, and recognised by the trade. The

particular handkerchiefs under reference were not stamped with their length, but even had they been so, they would not have come within the limits above mentioned.

(2) The handkerchiefs were intended for domestic use, most probably as table or cushion covers, and could be used as such without material alteration. They therefore were classed more correctly as "haberdashery" than as "piece-goods." The Collector added that as the above opinion would, if generally applied, cause some alteration, in the case of certain articles in the procedure of the Bombay Customs House, he desired to be furnished with the further views of the Chamber should the Committee desire to communicate them.

The Committee in replying to the Collector's letter stated that as regards the question of differentiation between Piece-goods and Haberdashery, they were of opinion that the Customs House should treat all such points as broadly as possible for the reason that confusion and hardship would arise if attempts were made to distinguish on fine lines between such closely related articles. It was added that this question had already engaged the attention of the Chamber (pp. 29, 203, Report 1905) and that the Committee had addressed the Government of India suggesting that all imported cotton cloths should be assessed at a general rate of 3½ per cent. so as to avoid questions of this nature in future; and that the suggested simplification of procedure would, the Committee considered, be to the mutual advantage of both the Customs House and the mercantile community generally.

At a later date the Collector intimated that embroidered nets (meaning the goods under reference) would be passed at the rate of 3½ per cent., and that cotton goods which were admitted to be recognisable by the usage of the trade as piece-

goods and which were not capable of being used without manipulation for domestic purposes or as wearing apparel, would be charged at the 3½ per cent. rate. This would not, he added, affect the treatment of Saris, Scarves, Chadars, and Dhoties, in so far as they were assessed at the lower rate even when capable of use as apparel without manipulation. (*Appendix* **E-3**).

"SPANISH STRIPES."

In March 1906, the Committee received a communication from the Collector of Land Revenue, Customs and Opium, Bombay, in which he stated that the description "**Spanish Stripes,**" which was formerly applied, and was still properly applicable, to cloth made of wool only, had been recently attached to an article of cotton manufacture, and that consignments of cotton goods so marked had been allowed to pass the Custom House without objection. The Collector believed that both descriptions were recognised in the market, woollen "Spanish Stripes" being sold at 13 to 14 annas per yard against 3½ to 4½ annas for cotton Spanish Stripes: that it had been recently held in the Bombay Customs House that Spanish Stripes was properly the description of woollen cloth only, and that cotton articles so marked bore a false trade description. He accordingly asked for the opinion of the Chamber as to whether:—

(*a*) "Spanish Stripes" consisting of cotton were recognised in the market, and

(*b*) whether it was desirable to insist on consignments of such articles in future being marked "Cotton Spanish Stripes."

In reply, the Committee stated that the article in question might be of wool, or cotton, or a mixture of both; and that as the words "Spanish Stripes" usually designated woollen

cloth only, the words "Cotton Spanish Stripes" and "Cotton and Wool Spanish Stripes" should be marked on the other varieties abovenamed. (*Appendix* E-4.)

CUSTOMS DUTY ON GOODS SHORT LANDED.

(*Report* 1903, *pp.* 68, 398.)

The Calcutta Liners' Association addressed the Bengal Chamber of Commerce in the early part of the year with reference to the question of charging **duty** in future **on contents found short in packages.** In forwarding a copy of this communication to the Committee, the Bengal Chamber stated that under orders of the Board of Revenue, passed in 1889, such duty had never been levied in Bengal, although apparently this had not been the case at other Indian Ports. It was understood that Government intended to levy it in future, so as to bring the practice in Bengal into line with that followed at the other Maritime Customs Houses of India. The Bengal Chamber accordingly desired to be informed as to the practice followed by the Customs authorities in Bombay, in connection with this matter, and enquired whether (in the event of its being as stated in the papers referred to) the Bombay Chamber would join in a representation to the Government of India to get it assimilated to the practice prevailing in Bengal which was manifestly the equitable one.

The Bengal Chamber's letter received the sympathetic and careful consideration of the Committee. As the question had, however, been dealt with previously, the Committee, in their reply, referred the Bengal Chamber to the correspondence published in their Annual Report for the year 1903, from which it would be seen that after much enquiry and correspondence with the Collector of Customs, the Committee of that year did not feel justified in proceeding further in the matter. The Committee considered that the subject might appropriately

be placed under two heads, *viz.*, the levy of Customs duty (*a*) on goods short landed, and (*b*) on shortages of contents found in packages landed in good condition. It was explained that the practice prevailing in Bombay was to hold the ship liable for duty for any shortage, though this had never been willingly acquiesced in by the Shipping Companies. The theory on which the Customs Department proceeded was, the Committee explained, that all goods manifested and not landed through the Customs House had in fact been landed in contraband. It was recognised that, when a reasonable presumption existed that the goods in question had been so landed, the theory stated was the only practicable one, but the Committee maintained it was unreasonable to exact penalty duty in cases in which all the probabilities were opposed to that theory. In conclusion the Committee stated that whilst objecting to any action that might or would transfer the liability from the ship to the importer, they were prepared to support the Bengal Chamber in urging Government to undertake not to charge duty on shortages on either party, but to assimilate the practice throughout India to what is considered the more equitable one now prevailing in Calcutta.

At a later date the Bengal Chamber forwarded a copy of their representation to the Government of India in this matter, and the Committee, while objecting to any action that might or would transfer the liability from the ship to the importer, were unanimous in supporting the said representation.

The Committee were, in due course, favoured by the Government of India with a copy of their reply to the Bengal Chamber. In this communication it was explained that the question of the levy of Customs duty on the contents of packages found short on importation was thoroughly examined

by the Government of India, and that after full consideration of the legal and administrative aspects of the case, the orders contained in the letter from that Government to the Government of Bengal, No. 4271, dated 15th October 1891, were issued. The orders of the Board of Revenue, L. P., dated the 9th May 1889, were superseded by these orders, but the incorrect procedure previously in force appeared to have been allowed to continue in Calcutta, and in December 1905 the attention of the Government of India was drawn to the fact. The matter was again considered, and it was decided that the orders of 1891 should be maintained, and that the practice obtaining at Calcutta should be assimilated with that in force at Bombay, Karachi, Madras and other Indian ports. The Government of India stated that the master of a vessel was responsible under the Sea Customs Act, if a package was found broken on board, and if it could be shown by reasonable evidence that the contents were deficient. He was not, however, responsible for any articles missing from a case on board his vessel, if the case was unbroken, and if it appeared in the Manifest (as it always did) as a package the contents of which were unknown; nor was he responsible if the breakage or deficiency was not discovered until after the goods had been landed. Masters of vessels were, therefore, held responsible for deficiencies in packages only when the circumstances were such that these deficiencies were in all probability due to negligence, or fraud, or defective supervision on their part. The Agents of the vessel were not in any case responsible for duty or penalties on goods landed, under Section 85 of the Act, into their custody, unless they agreed in writing, prior to the grant of the permission required by that section, to accept the liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board. In these circumstances the Government of India

regretted that they were unable to alter the decision already given in the matter, as a relaxation of the orders might open the door to fraud and collusion.

The attention of the Committee was, later in the year, called to certain correspondence between the Collector of Customs and a member of the Chamber regarding the question of **duty on shortages of Molasses.**

It appeared from this correspondence that the S. S. "Ranee," which arrived from Java on the 14th of August 1906, landed 10 casks of molasses. The casks were weighed in the Docks by the order of the Dock Customs authorities with the result that they were found short as shown in the bill sent to the firm by the Collector of Customs, and duty was levied from the Agents of the steamer on the shortage shown. The firm contended that the levying of the duty in this case was not in accordance with the intention expressed in Government Notification No. 2940/50. Under the Sea Customs Act, it is stated in clause 85 that the Customs Collector may permit the Master of any vessel on receipt of an order under Section 57 to discharge the cargo into the custody of the ship's Agent and that any ship's Agent so receiving such cargo shall be bound to discharge all claims for damage or short delivery which may be established in respect of the same by the owner thereof. The Government of India laid down that the Agents of the vessels were not in any case responsible for duty or penalties on goods landed under Section 85 of the Act into their custody, unless they agreed in writing, prior to the grant of the permission required by that Section, to accept the liability for all duties which would, or might have been recoverable in respect of missing or deficient goods, had the cargo been examined on board. By this ruling of Government, it was understood that the Agents practically took the place of the Captain and by

signing the guarantee letter referred to they only accepted the same liability as the Master would have had under the Sea Customs Act, and were not therefore responsible for any loss by leakage or otherwise which might take place after the goods had left the ship. The Collector maintained that the Agents were called upon to pay, not under clause 17 of Section 167, but under the liability involved in the guarantee given by them under Section 85.

The Committee, in addressing the Collector on the subject, expressed the opinion that such guarantee was given for the facility of working, as without it the discharge of the steamer would be considerably delayed; and they also considered that it referred to the Agent's liability on account of cases being broken or deficient owing to negligence, fraud or defective supervision, and not to a shortage due to leakage such as the case brought to notice, which was practically unavoidable. The Committee accordingly asked the Collector to give the matter his careful reconsideration, and, if their interpretation of the Government of India's Notification was incorrect, to be good enough to point out to them where the misinterpretation occurred, as the question was one of considerable importance to the trade of this port. (*Appendix* **E-5.**)

DUTY ON TRAM LINE SLEEPERS.

The attention of the Chamber was drawn by an importing firm to the desirability of repealing the **Duty on Tram Line Sleepers** imported into India from Australia and the Colonies. It was pointed out that Railway Sleepers were exempted, while Tram Line Sleepers, in addition to a Town Duty of 2½ per cent., were charged an almost prohibitive duty of 5 per cent; that such a duty tended to restrict the timber trade between this country and the Colonies, and to hamper the development of Tramway and similar Companies throughout India.

The Committee, however, came to the conclusion that they could not support the firm's proposals, for the Indian tariff was a revenue tariff, and all imports from outside British India and Burmah had to pay either 5, 3½ or 1 per cent. as the case may be. They further explained that were they to move for the exclusion of wooden sleepers for Companies other than Railway Companies, most other articles of import would likewise have to be included, and that the issues involved would not allow of any reasonable action being taken in the matter under existing conditions. *(Appendix* E-6.)

CUSTOMS.

Circular Steel Plates or Discs.

Import Duty.

The Karachi Chamber of Commerce addressed the Government of India in March 1906, calling attention to the fact that **Circular Steel Plates or Discs** had, under the Import Tariff Schedule, been transferred from the schedule of unmanufactured articles dutiable at one per cent. to the Schedule for manufactured articles liable to import duty at 5 per cent. *ad valorem*. It was pointed out that these Circular Steel Plates were in no sense different from **Rectangular Steel Plates or Sheets**, which only paid one per cent., and that before such Discs could be used they had to be manipulated and hammered into shapes of various native ordinary utensils, the reason being that buyers took them in a circular form in order to avoid the wastage of corners, which would occur if rectangular plates were manufactured into the required shapes. It was, therefore, submitted that the plates in question should not be treated as manufactured articles, and that they should be restored to their position in the Import Tariff Schedule and made liable to duty at the rate of one per cent. only.

The above representation was, at the request of the Karachi Chamber, supported by the Committee, but the Government of India were unable to accept the view that such plates should be regarded as **Raw Material**, and assessed at the lower rate. (*Appendix* **E-7.**)

IMPORTATION AND BONDING OF FOREIGN SALT IN BOMBAY.

In April 1906, the Commissioner of Customs, Salt, Opium and Abkari, forwarded to the Chamber copies of correspondence that had passed between his Office and the Collector, on the subject of the draft rules for the **Importation and Bonding of Foreign Salt in Bombay**; and invited the opinion of the Committee on the subject.

After consulting the firms interested in the matter, the Committee addressed the Commissioner stating that they had no objection to the framing of rules as proposed, except to those parts which dealt with the check of re-weighment, which did not state clearly at whose expense such re-weighment was to be made. The Committee at the same time drew the attention of Government to another point in connection with bonded salt which often caused inconvenience and trouble to importers. It was pointed out that the larger portion of the salt was imported in bulk and stacked at the Government Bonded Warehouse. On completion of delivery of a consignment, there was always a certain quantity of sweepings left, which, being unfit for human consumption, had to be destroyed. The Committee suggested that a rule should be laid down that either the importer should be empowered to remove such sweepings on his undertaking not to use it for human consumption, or else that the Department itself should destroy it, on the Collector hearing from the importer that such sweepings had accumulated.

In his reply the Commissioner stated, in reference to the above suggestions, that re-weighments of salt should be conducted by the Government staff at the cost of Government, and sweepings should be destroyed periodically by the Warehouse Officers after reference to the Collector. (*Appendix* E-8.)

SHORT REELED YARNS.

(See *Reports* 1900, *p.* 98; 1901, *pp.* 19, 211, 518; 1902, *pp.* 119, 618; 1903, *pp.* 164, 766; 1904, *pp.* 49, 403.)

It will be remembered that, after consultation with the Local Governments and Chambers of Commerce as to the practicability of the suggestions formulated by the Committee appointed to consider the question of adopting **Measures to prevent the short reeling of yarns manufactured in Indian Mills for sale in India**, the Government of India announced, in October 1904, that they had decided not to take any further action in the matter. Their attention was, however, again drawn to the subject by the Resolution passed at the Conference of Indian and Ceylon Chambers of Commerce, in January 1905, and by a representation from the Manchester Chamber of Commerce, which was forwarded for the consideration of Government by the Right Honourable the Secretary of State for India.

In replying to that representation, the Government of India adhered to their former decision; but the Secretary of State, while not dissenting from the general conclusions at which they had arrived, pointed out that the decision should not be held to imply, as had in fact been inferred in certain quarters, that the Government of India proposed to abstain from all action under the Indian Merchandise Marks Act in respect of short-reeled yarn manufactured in Indian mills, and he accordingly suggested that it would be advisable expressly to delegate powers in respect of prosecutions to certain

authorities in India. In compliance with the Secretary of State's instructions, the Government of India decided that the local Governments should, in certain classes of cases and subject to certain conditions, be authorised to undertake prosecutions under sections 6 and 7 of the Act. The following instructions governing this matter has been framed on the lines of the Regulations issued by the Board of Trade to provide for the conduct of prosecutions in similar cases in the United Kingdom :—

1. The prosecution of such offences shall, subject to the condition hereinafter prescribed, be undertaken by the Local Governments in cases which appear to them to affect the general interests of the country, or of a section of the community or of a trade.

2. Every application to a Local Government to undertake a prosecution shall be accompanied by the following documents :—

(*a*) A statement showing the nature and circumstances of the case sufficient to enable the Local Government to form an opinion whether the cases affect the general interests of the country or of a section of the community, or of a trade.

(*b*) A statement showing the facts which, if the Local Government undertakes the prosecution, will be capable of proof, and setting out the proofs and names of the witnesses available to prove such facts.

The Local Government may require the above statements to be supplemented or additional evidence to be furnished.

3. If, on the evidence, the Local Government is of opinion that there is no reasonable prospect of a conviction being obtained, it will not, unless it thinks fit, undertake the prosecution.

4. If the Local Government is of opinion that the prosecution would be better or more properly conducted under some other Act, it will not undertake the prosecution.

5. The Local Government may, before undertaking a prosecution, require the applicant to give security for costs on such terms and in such manner as it thinks proper.

6. For the purpose of carrying these instructions into effect, the Local Governments may, from time to time, prescribe the use of such forms and give such directions as they may deem expedient.

7. Nothing in these instructions is intended to affect the power of any person or authority to undertake private prosecutions in respect of such offences under the Indian Merchandise Marks Act.

RAILWAYS.

Bharatpur-Agra Link.

The attention of the Committee was drawn during the year to the orders issued by the Railway Board regarding the laying out of the Bharatpur Station yard in connection with the Nagda-Muttra Railway Scheme. From this it appeared to the Committee that it was the intention of Government to eventually link up **Bharatpur and Agra** with a broad-gauge line, but not to do so for some time. The Chamber therefore addressed the Railway Board pointing out that they viewed the postponement of this intention with much concern, as they considered the link between Bharatpur and Agra a most important one in the interests of trade between Bombay, Guzerat and the United Provinces. It was explained that the distance between Bharatpur and Agra was only 33 miles, and that by the construction of a broad-gauge line between these two points the distance between Agra and Bombay would be reduced by 50 miles, which in itself was a most important consideration and one which the Committee con-

sidered should be sufficient to ensure its construction. In addition to this, they submitted that the construction of such a link would bring some of the more important stations on the B. B. & C. I. Railway system into direct connection with Agra and the East Indian Railway beyond. Until the link in question was constructed, traffic and passengers would have to tranship at Agra and Bharatpur on the metre-gauge for the short distance of 33 miles which would probably result in this shorter route never being utilized. The Committee therefore expressed the hope that the Railway Board would re-consider this matter, and if possible, arrange for the construction of the link between Bharatpur and Agra at an early date.

In the reply received the Railway Board stated that they fully appreciated the desirability of the broad-gauge connection urged by the Chamber, but that at the present time (June 1906) they were unable to commit themselves to a more definite opinion.

During the visit of the Railway Board to Bombay in the month of July, the Committee took the opportunity of discussing this matter with the official members, and they are pleased to state that it was subsequently decided that the B. B. & C. I. Railway should carry out the survey for such a line, on the understanding that the survey was made without prejudice to the future construction of the line or agency for working the same.

Muttra-Aligarh Link.

The linking up of Muttra with Aligarh with a broad-gauge line, in anticipation of the construction of the Nagda-Muttra Railway, was also a matter regarding which the Chamber addressed the Railway Board in the course of the year under review. It was represented that Aligarh was one of the largest trading towns in the United Provinces, and was one of the natural objectives of the new Broad-gauge line from Nagda, as there was considerable traffic with Bombay, and

it was also one of the termini of the Oudh and Rohilkhand line. Consequently the connection from Muttra to Aligarh would place the important trade centres of Chandausi, Bareilly and Moradabad, in direct communication without break of gauge with Central India and the Bombay Presidency. The Committee urged that without this connection goods and passengers between the B. B. & C. I. and the new Nagda-Muttra and the Oudh and Rohilkhand Railways, and the stations on the East Indian line in the vicinity of Hathras, would have to be transhipped at Muttra, and again at Hathras, thus causing great inconvenience and delay in all traffic. Attention was also called to the fact that the distance from Bombay to Aligarh by the existing broad-gauge route was **901 miles** whereas by the Nagda-Muttra Railway it would be only **803 miles**, showing a considerable reduction in the through distance, with its consequent manifold advantages to the public. In these circumstances the Committee expressed the hope that the matter would receive the favourable consideration of Government, and that arrangements would be made for the construction of the link between Muttra and Aligarh at an early date.

Under date 1st July 1906, the Chamber was informed that its representation would, in due course, be placed before the Railway Board; but no further communication had been received up to the time of compiling this Report.

Nagda-Muttra Line.

In October 1906, the *Pioneer* stated that the work of construction in the Nagda-Muttra Railway was being carried on as rapidly as possible; that it was of the first importance to finish this trunk-line which would give quicker communication between Delhi and Bombay, and provide generally better facilities for trade between the Punjab, the North-Western parts of the United Provinces and the Western seaboard. Baran on the Indian Midland system had been linked up with Kotah,

and thus work on the Central section had also been made possible. The roadway was being so thoroughly made that trains would be able to run at a high speed immediately the rails had been laid; and that it was intended to open the Nagda-Kotah section for traffic very shortly. The Northern section from Muttra to Karauli was also well in hand. The section that would be finished last of all was that between Karauli and Kotah. The line should have a great future before it, as in addition to providing the shortest route between Delhi and Bombay it would open up the Chambal Valley and districts of Central India that had hitherto been land-locked. Kotah would eventually be linked with Ajmer on the west, while the existing line to Bina junction would put it in touch with the Indian Midland system and also with the Rewah coal fields. Continuing, the paper said: "If, as unhappily seems likely, a policy of economy in railway expenditure has to be followed for a year or two, it will be some consolation to know that this important line at least will be finished out of hand."

The Chamber has again urged upon Government the extreme desirability of the necessary funds being allotted by the Railway Board so as to ensure this line being opened at the earliest possible date.

Nagpur-Chindwara Line.

With regard to the projected line from Chindwara to Nagpur, the Committee in a letter to the Railway Board represented the desirability of the G. I. P. Railway being entrusted with the construction and working of this Section. The Committee understood that the district to be served came within the sphere of the territories which had, for many years, been served by the G. I. P. Railway, and seeing that the proposed line would tap the Manganese and Coal district at Chindwara, which traffic should certainly follow the Bombay

route, Nagpur being 520 miles from Bombay as against 701 miles from Calcutta, the Committee considered that it was in the interests of trade that the proposed line should be controlled by the G. I. P. Railway and not by the Bengal-Nagpur Railway; and they accordingly expressed the hope that the construction and working of it would be given to the former Administration. Should, however the projected line be controlled by the Bengal-Nagpur Railway, it appeared to the Committee that the bulk of the traffic would still follow the Bombay route and might thus lead to difficulties, which would be avoided if they were both under the same Administration. Instances of this, the Committee submitted, had already occurred in connection with the Manganese Ore Trade which at present existed in the Central Provinces and which followed the Bombay route.

Beyond a formal acknowledgment, dated 22nd August 1906, the Chamber has had no definite reply from the Railway Board. (*Appendix* **F-1**)

THE ALIGNMENT OF THE BOMBAY-SIND CONNECTION RAILWAY.

In March 1906 the Karachi Chamber of Commerce forwarded for the information of the Chamber a copy of a letter which they had addressed to the Government of Bombay on the above subject. In this communication it was pointed out that the alignment of the proposed Railway was necessarily a matter of great interest to the people of Cutch as well as the mercantile community of Karachi and Bombay. It was further explained that whilst the opportunities for goods and passenger traffic were not of a very promising character, either by the route north of the Runn, or by the alignment *via* Bhuj, there could be no two opinions that the latter route traversed districts where there already existed a small trade and fair prospects of a moderate local passenger traffic, whereas an alignment North of the Runn would traverse barren, waterless

inhospitable wastes, which could never be expected to yield any local traffic at all. Also that the additional distance of such an alignment from the seaboard would add materially to the discomforts of passengers travelling between Sind and Ahmedabad in the hot weather. These considerations made it desirable, in the opinion of the Karachi Chamber, that the alignment should be carried through Bhuj, and not North of the Runn of Cutch. That in a matter such as this the conveniences and requirements of the population of Cutch and the trading communities of two important parts of the Presidency should rank superior to all other considerations, and that the objections on the part of the Ruler of Cutch, which were not based on sound argument, should be overruled.

A communication on the same subject was also received in April from the Secretary of the Cutchi Union in Bombay, together with copies of two memorials forwarded by the Cutchi residents of Bombay to Lord Curzon during February and November 1905. A further communication was received from this Union in July 1906, with a copy of a memorial they had forwarded to the Secretary of State for India. Throughout the above correspondence the Cutchies strongly urged the construction of the proposed Bombay-Sind Connection Railway through the State of Cutch.

The Committee, after careful consideration of the question in all its bearings, addressed Government, in support of the views put forward by the Karachi Chamber, that the proposed line should be made through Bhuj rather than North of the Runn of Cutch. The Committee refrained from expressing an opinion on the strategical aspect of the question, as this was a matter for military experts alone to decide ; but in all other respects they believed the advantages lay entirely with the Bhuj proposal, inasmuch as it would be a shorter route between Bombay and Sind, have greater possibilities of commer-

cial development, and in the end would have an enhanced beneficial influence over the Native States served by the line. Copies of the Chamber's representation to Government were forwarded for information to the Karachi Chamber and the Cutchi Union of Bombay. (*Appendix* F-2.)

RAILWAY RATES.

Diversion of Traffic to Calcutta.

(See *Report* 1896, *pages* 52, 157, 515).

In the early part of the year the Chamber's attention was called to the **Diversion of the Grain Traffic to Calcutta** from the districts around Nagpur and Raipur. It appeared that before the new Satpura Extension (Bengal-Nagpur Railway) was opened the bulk of wheat from that district came through Kamptee to Bombay, its natural outlet, the Railway freight from Kamptee to Bombay being 6 annas and 4 pies per maund, but that owing to specially arranged rates in favour of Calcutta, that port was in a position to draw off most of the supplies. A comparison of the above charges was very striking, and justified the complaint that the traffic from the district in question was being artificially drawn eastwards. The Committee accordingly addressed the Railway Board on the subject, and they understand the matter is having attention.

RAISING OF RAILWAY RATES.

During the visit of the Railway Board to Bombay in the middle of the year, the Committee took the opportunity of bringing to their notice, at an informal meeting, the inconvenience and, very often, loss caused to merchants by the manner in which Railway Companies raised their rates without any previous warning, and it was suggested that the Railway Board might issue orders by which Railways should not bring in any advances in rates without giving at least 15 days' previous notice.

The matter received the sympathetic consideration of the Board, and in their letter dated 14th December 1906, it was stated that the Indian Railway Conference Association, at their meeting held in October 1906, had decided that no enhancement by **Railways** of **Rates** payable by the public should be made **without 15 days' notice.**

MINIMUM FREIGHT CHARGE ON THE EAST INDIAN RAILWAY.

(See *Report* 1905, *pp.* 57, 278.)

The Committee have not considered it necessary to take any further action in this matter during the year, but they were pleased to see that the subject was fully dealt with by the Hon'ble Mr. J. P. Hewett, C.S.I., C.I.E., then Member of Council for the Department of Commerce and Industry, India, during the discussion of the Financial Statement for 1906-07. In the course of his remarks Mr. Hewett said :—

"The existing system, under which each railway has its separate classification of goods, often of too elaborate a character, and a separate scale of rates on the portion of its journey for which a consignment has to proceed over its own line, leads to uncertainty on the part of the public and great waste of time, and tends to hamper trade. The Indian Railway Conference Association have appointed a Committee to consider the lines on which change should proceed, and it is to be hoped that they will be able to devise a workable scheme for the simplification of the goods tariff, a reform which is, in the opinion alike of the public and the Government, a crying need. The matter is one requiring a considerable examination of details, and will of necessity occupy some time before completion.

"Where powers have been reserved to the State under the contracts with the different Railway Companies, certain

maxima and minima rates have been fixed, each railway being free to vary its rates within these limits. The imposition of minima rates was necessary to prevent guaranteed companies from arranging their freights without regard to the interests of the State which guarantees them interest, and which has the largest stake in the undertakings, and the abolition of a minimum would unquestionably lead to internecine competition such as led to disastrous results in America and caused serious complications in Great Britain. Permission has recently been sought by the East Indian Railway to reduce the rates in force on its system below the fixed minima on the ground that its natural advantages enable it to carry long distance traffic at rates which are below the minima and below those which would pay other companies. This representation has received the support of the Bengal Chamber of Commerce and other mercantile opinion in Calcutta. It has been urged in favour of the proposal that freight charges should bear some relation to the cost of working of each railway system. It has also been contended that the present system leads to the deflection to the Western ports of both import and export trade from the port of Calcutta, the natural advantages of which entitled it, it is urged, to cheap inland transport. It is stated that the maintenance or reduction of the present rates of freight on wheat and seeds might be the factor to determine whether India or some other country should supply the markets in which she has to compete with foreign countries. On the other hand, the mercantile community of Western India contend that while the reduction of minima rates generally is a measure which should be supported, it would not be fair to allow one railway to have lower minima rates than another. It will be understood that the proposal before Government does not provide for any general lowering of rates on the East Indian System. Reductions are contemplated only at

the competitive points, and with the avowed object of taking traffic away from other lines, and it cannot be presumed that the result of these operations would have any stimulating effect on the total production of the competitive zone inasmuch as no proof has been afforded that the diversion of trade to Calcutta would cheapen the total cost of transport to the markets of the world. The proposition that each railway system should be allowed to carry traffic at rates consistent with a fair return on its capital, and no more, is, at first sight, reasonable; but the principle on which it is based could not be carried out in practice. The receipts of individual railway systems vary much from year to year according to the character of the seasons and the briskness of particular branches of trade. It would therefore be quite impracticable to fix, except for the very shortest periods, rates of freight based on the principle that freights must be adjusted so as to secure an approximately even return on capital, and any attempt in this direction must result in an infraction of the generally accepted proposition that rates should be kept as steady as possible. Moreover, the State is responsible that the railway systems, in which the Indian taxpayer is either immediately or prospectively interested to the extent of some 250 million pounds, are worked so as to secure a reasonable return on the total capital invested in them. The reduction of the minima rates on the East Indian Railway alone would involve the transfer to that line, at the expense of other lines, of traffic which would be conveyed at a lower cost, and a consequent reduction of the general income of our railway systems without a demonstrable increase of the general volume of our internal trade. Nor can the argument, that the reduction of railway freights would lead to Indian produce being landed cheaper in markets in which India has to meet foreign countries in competition, be legitimately advanced in favour of the reduction of rates on the East Indian Railway

alone in order to benefit only one of our ports. These reasons are, in the opinion of the Government of India, convincing against the proposal of the East Indian Railway Company, that it should be allowed to reduce its minima rates below those to be enforced on other railway systems.

SHORTAGE IN THE SUPPLY OF WAGONS ON INDIAN RAILWAYS.

(See *Report* 1903, *p.* 86.)

This question again came before the Bengal Chamber during the year, and formed the subject of a further representation to the Railway Board. This was supported by the Committee who, in addressing the Board, pointed out that the grievance referred to was not only felt in Bengal but also in the west of India; that on more than one occasion, lines leading to Bombay had been seriously inconvenienced by the shortage of stock on the East Indian Railway, and had in consequence to withdraw wagons from their legitimate work of carrying traffic for the public in order to send them to Bengal to fetch coal. As such conditions were an obvious hindrance to the development of trade, the Committee expressed the hope that Government would give the matter their early and serious consideration.

The Railway Board, in acknowledging receipt of the Bombay Chamber's letter, forwarded a copy of the reply which had been sent to the Bengal Chamber of Commerce. In the course of this reply it was stated that the Railway Board had already expressed the opinion that Indian Railways as a whole were at present below what should be the standard of equipment of rolling stock for present requirements, and that since the formation of the Board they had taken steps to improve this standard, and would continue to do so to meet future development of trade. (*Appendix* F-3.)

RAILWAY RISK NOTES.

The Punjab Chamber of Commerce—which came into existence in the early part of the year—addressed the Committee in the month of April on the subject of **Lost Consignments and Railway Liability.** The Punjab Chamber stated that in the case of a bag of flour admitted to have been stolen from the Railway—part of a consignment of 450 bags booked from Delhi to Howrah—on a **Risk Note,** Form B, the East Indian Railway repudiated liability on the ground that the Risk Note exonerated the Railway Company from all responsibility. The Punjab Chamber suggested a representation being made to Government in the matter, but previous to doing so they desired to know what the views of the Bombay Chamber were on the subject.

The Committee replied that, as far as they understood, the question was having the attention of Government: that in March last (1906) a revised form of Risk Note, as adopted by the Railway Conference, was circulated to the different Railways to ascertain if they were prepared to accept the Risk Note as revised by Government, whereby the loss of a complete consignment, or one or more complete packages forming part of a consignment, due to the neglect of a Railway, was not exempted by the terms of the Risk Note.

At the opening of the Railway Conference meeting at Simla, on the 8th October 1906, the Chairman, in the course of his address, made the following remarks on the subject of Risk Notes. He said:—

"After the conference meeting in 1904, revised forms of risk notes were sent to Government for approval. The Government returned the forms modified in accordance with legal advice, and these modified forms were circulated to the railways for their opinions. Several exceptions were taken to the alterations, and one important point was the omission

in the form, approved by Government, of the word "proved" before "wilful neglect," by which it was considered that the onus of proof would be thrown upon the Railway. The Railway Board pointed out, among other things, that section 76 of the Indian Railways Act of 1890 provides that :—

"'In any suit against a Railway Administration for compensation for loss, destruction, or deterioration of animals or goods delivered to a Railway Administration for carriage by railway, it shall not be necessary for the plaintiff to prove how the loss, destruction or deterioration was caused.'

"This is an important point for your consideration. But to refer to the matter generally, the question has since been much discussed, and various opinions have been expressed. Some legal gentlemen consider it reasonable that the railways should be free entirely from risk in these cases.

"I only desire to put before you what seems to me to be a common-sense view of the question, supported by a learned judge in England, namely, that, if the railways accept risk at ordinary rates, they are entitled to protection from all risk when carrying goods at special reduced rates. It must not be forgotten that for every consignment on which a trader has to bear partial or total loss when his goods are forwarded under a risk note there are hundreds of cases in which he gets the benefit of the lower rate without suffering any loss at all, and it is on his part a matter only of calculation whether he thinks it worth while to accept that risk or not. That is to say the question should not be looked at from the point of view of the loss suffered on a single consignment. The case is really one of insurance—the higher rate charged by railways involves a certain insurance on their part. When the merchant chooses the lower rate, which is optional, he undertakes to insure his own goods, and both parties should accept their respective risks."

Subsequent to the Conference meeting, enquiries reached the Chamber as to whether any decision had been arrived at by Government in regard to the **Revised Form of Risk Note** which it was understood had been adopted by the Conference in March 1906. As the Committee had no official information on the subject, they addressed the Government of India, on 18th January 1907, asking for any information that may be available. In reply, the Government of India (under date 23rd January 1907) stated that the revised Risk Note Forms B and H, which had been accepted by the several Railway Administrations in India, would be published in the *Gazette of India* at an early date. (*Appendix* **F-4.**)

NEGOTIABILITY OF RAILWAY RECEIPTS.

(See *Reports*, 1886, *pp.* 63, 452 ; 1890, *pp.* 177, 429 ; 1904 *pp.* 68, 436.)

The question of the desirability of legislating, in order to make **Railway Receipts** transferable and negotiable instruments, again came before the Chamber during the year, the reference being from the Grain Merchants' Association of Bombay. The Committee, however, have refrained from moving further in the matter, pending the report of the Railway Conference which assembled in Simla in October 1906, when this question, among others, was considered and discussed.

The question is an important and intricate one, and has been under consideration since 1886, when it was started on representations made by the Bombay Chamber of Commerce. The Government of India took steps to secure opinions on the subject from all available sources, and these are published in the Chamber's Report for the year 1890. The opinions therein recorded included those of lawyers, the mercantile community and the Railways.

So far as Railways are concerned, no advantage appears to accrue to their business by making Railway Receipts negotiable, but if negotiability of Railway Receipts could be secured, without increasing in any way the liability of Railways, it is presumed that the Railways would offer no objection to the proposal.

The decision of the Railway Conference in 1888, with reference to the proposal of the Bombay Chamber of Commerce to place Railway Receipts on the same footing as Bills of Lading, was that "the Conference is of opinion that, as such a course would increase the responsibility of Railway Administrations without any corresponding advantage, the proposed legislation is inadvisable." Legal opinion declared that the Railways would incur several risks, if Railway Receipts were made negotiable, and Sir Alexander Wilson, who represented the Calcutta mercantile community, was against the proposal, and the majority of the members of the Conference in 1888 voted against it.

It is stated in the press—though the Chamber has had no official intimation of it—that the Railway Conference Association, which met at Simla in October 1906, finally decided not to accept the suggestion of the Grain Merchants' Association of Bombay to make Railway Receipts negotiable.

DIFFERENCES OF WEIGHT LIMIT ALLOWED ON RAILWAYS.

The attention of the Chamber was called by the Bombay Grain Merchants' Association to the following rule in force on certain railways regarding small discrepancies on re-weighment, *viz.*:—

"Invoiced charges will not be corrected when the differences, greater or less, between the invoiced weight and the weight found on re-weighment does not exceed 2 per cent.,

provided that in no case shall a discrepancy of 5 maunds or over be passed."

The restriction mentioned in the last line of the rule appeared to the Association to be objectionable, and they accordingly invited the co-operation of the Chamber with a view to moving Government to modify the rule in question. The Committee, however, did not approve of any alteration being made, as they were of opinion that a *limit of* weight was absolutely necessary, and the 5 maunds limit fixed by the Railways appeared to them quite reasonable.

GOVERNMENT TENDERS FOR SLEEPERS.

In an advertisement which appeared in the daily papers calling for **Tenders for Sleepers**, it was stated that such tenders should be accompanied by a deposit in Currency Notes equal to 2 per cent. of the value of the tenders. The Committee, in drawing the attention of the Railway Board to this Notification, pointed to the hardship which such a stipulation would entail on tenderers, and asked that tenderers be allowed to deposit Government Paper in place of Currency Notes as was the usual custom with most tenders.

The Railway Board were good enough to comply with the Chamber's suggestion, thus allowing tenderers to deposit Government Paper in lieu of Currency Notes if they so wished.

In thanking the Board for the above concession, the Committee took the opportunity of calling attention to the question of **Security Deposits** in Railway contracts, and further suggested that tenderers be permitted to deposit Government Paper in Presidency Banks instead of having to forward it to Simla. The Committee added that the concession would be much appreciated in cases where large contracts had to be dealt with.

The matter was under the consideration of the Board at the time of compiling this report. (*Appendix* F-5.)

CODE LANGUAGE TELEGRAMS.

In a Press *Communiqué* issued by the Government of India, Department of Commerce and Industry, under date 12th September 1906, it was stated that foreign Telegraph Administrations had brought to notice that **plain language telegrams** from India frequently contained words which were **contrary to the usage of the language of the country** to which they were addressed, and that, in Code language telegrams, two or more plain language words were generally combined to form single code words, and they had requested that the Government of India might take such steps as they considered necessary to check this abuse. As telegraph offices in India were not in a position to know when words in foreign languages were altered, or joined together, contrary to the usage of these languages, the Government of India had decided that, from 1st October 1906, in the case of foreign private telegrams in any plain language other than plain English or the Vernacular languages of India or Ceylon, the sender should certify at the foot of the telegram form (or at the back if more convenient) that the messages did not contain combinations or alterations of words contrary to the usage of the language; or, if the telegrams were worded in code language, that the words were not combinations of two or more words in plain language contrary to the usage of the language. It was added that these certificates would not be required in the case of foreign State telegrams.

On receipt of the above information, the Committee telegraphed to the Director-General of Telegraphs, pointing out that the above procedure seemed to them to be undesirable, inasmuch as it would entail considerable inconvenience to the Mercantile Community, and asked the Director-General

to defer action so as to enable the Chamber to represent its views more fully by letter.

The Director-General rep ied stating that it was impossible to postpone the introduction of the new rule, as it had already been notified in the *Gazette of India* and was included in the new edition of the Telegraph Guide. He pointed out that the same rule was in force in the United Kingdom, but assured the Committee that the Chamber's representation, by letter, would receive full and careful consideration.

The Committee, in addressing the Director-General of Telegraphs, under date 5th October 1906, stated that as the orders referred to in the Press *Communiqué* were practically only calling attention of senders of telegrams to Rules 163 and 221 of the Telegraph Guide and the Regulations of the International Telegraph Convention, it was understood that they would have no effect on the present commercial codes in use. At the same time, the Chamber was unable to understand the reason for such a restriction, seeing that under Rules 161 and 162 it was permissible that words used in code messages consisting of not more than ten letters could be made up in any combination provided it was pronounceable; and it was therefore difficult to understand why there should be any further restriction as to how those ten letters should be made up. It appeared to the Committee that as a code word generally represented a phrase of considerably more than two words, there was no necessity for restricting such ten letters from being made up of one or more words. They accordingly expressed the hope that such restrictions should be done away with and the conditions confined to the regulations contained in Rules 161 and 162 of the Telegraph Guide. In conclusion, the Committee suggested the advisability of the matter being brought forward at the next meeting of the International Telegraph Conference. (*Appendix* G-1.)

INLAND AND FOREIGN TELEGRAPH SERVICE.

Delay in Deliveries of Messages.

The Punjab Chamber of Commerce, in the early part of the year, addressed the Director-General of Telegraphs calling attention to the slowness and irregularity with which **Inland Telegrams** were dealt with, and instanced certain messages from Bombay to Delhi, which had occupied 2 to 6 hours in transit.* The Director-General, understanding that the matter had been brought to the notice of the Bombay Chamber, addressed the Committee at length explaining how the delays occurred and promising to place the delivery service at Delhi on a more satisfactory footing.

Complaints also reached the Committee about the delays in delivery of **Cable Messages** in Bombay. Such instances as had been brought to notice were communicated to the Director-General of Telegraphs, who explained that the delays in question had been due partly to the failure of the Teheran land route throwing abnormal pressure on the cable route, and partly to the breakdown of one of the Bombay-Aden cables; that communication by the interrupted cable had since been restored, and that he hoped there would be no further cause for complaint.

NON-DELIVERY OF TELEGRAMS.

In Bombay there is often much confusion and inconvenience caused by the casual manner in which the hamal or office peon treats telegrams delivered into his hands, and consequently the Telegraph authorities complain of the difficulty they have, in cases where the non-delivery of telegrams is alleged, in tracing the person to whom the telegram was actually delivered. The Superintendent-in-charge, Government Telegraph Department, Bombay, in a letter to the

Chamber, pointed out that this chiefly arose from the almost universal custom of allowing any hamal or servant who might happen to be present to take delivery and sign the receipt, the signatures being generally quite illegible. It was therefore often impossible to discover whether the telegram was delivered to the right address or not. To obviate this the Superintendent suggested that the practice of a few firms, of supplying a rubber stamp bearing the name of the firm, which could be passed from one hamal to another, as each took his turn of duty, should be universally adopted. If this were done, there was no doubt, as the Superintendent pointed out, that in the case of non-delivery being due to the carelessness of an employé, it would be easier to trace responsibility and render the delivery of telegrams more prompt and certain.

The Committee considered this proposal sound, and in thanking the Superintendent of Telegraphs for having brought the matter to their notice, stated that a copy of his letter had been circulated to all the members of the Chamber.

INDIAN TELEGRAMS.

Charges.

The question of the **Anomaly in the charges for "Urgent" and "Ordinary" Telegrams**, when messages exceed sixteen words, led to a representation being addressed to the Director-General of Telegraphs by the Madras Chamber of Commerce in March 1906. The point of the Madras Chamber's representation was that the present charges for every additional word of annas 4 and 2, respectively, were not in proportion to the payment for the first sixteen words; that rather than pay excessive charges in cases of long telegrams, senders were understood to be in the habit of splitting up the messages in two, three, four or even more

telegrams to the same addressee where one would suffice, if the additional charge per word were half what it now is.

The Committee, in supporting the Madras Chamber's representation, called attention to the greater anomaly in the charges for the more extensively used Deferred Messages, as would appear from the following :—

Urgent Messages, 16 words for Rs. 2, and each additional word, 4 annas, that is, twice as much as each word in the original Message ; Ordinary Messages, 16 words for Re. 1 and each additional word, 2 annas, also twice as much ; Deferred Messages, 10 words for 4 annas, and each additional word, 1 anna. Here each word in the original Message costs only 4-8 pies per word, whereas each additional word costs 1 anna, or 2½ times as much. The Committee submitted that, in view of the growing practice of splitting up Messages (as referred to in the Madras Chamber's letter) which caused inconvenience to the public and an appreciable loss to the Telegraph Department both in money and extra labour, it would be to the advantage of all concerned if the additional words were charged for as follows :—

For Urgent Messages at 2 annas per word.
,, Ordinary Messages at 1 anna per word.
,, Deferred Messages at 6 pies per word.

The Director-General replied in due course, stating that the matter had been carefully considered by the Government of India, and that while they recognised that an anomaly existed which, at some future time, it would be necessary to remedy, they regretted their inability to make any reduction in the charges for additional words, or to hold out hopes that it would be possible to do so at an early date.

While the above correspondence was in progress the Committee received a communication from the Upper India

Chamber of Commerce in which they asked for an expression of opinion as to a proposal put forward by that body to **merge Urgent and Ordinary Telegrams into one class.** The Committee, on consideration of the matter, felt that the proposed procedure would not meet with general approval, as the facilities afforded the public under varying conditions by the present three Classes of Telegrams were recognised to have their distinct advantages. While therefore approving an all round reduction, the Committee informed the Upper India Chamber that they did not see their way, under existing circumstances, to favouring the change suggested. (*Appendix* G-2.)

TELEGRAPH RATES BETWEEN BOMBAY AND ADEN.

The attention of the Chamber was called to the **charge for Messages between Bombay and Aden,** the rate being Rs. 1-5-0 per word. The Committee were unable to understand why the rate for the comparatively short distance to Aden should be so high, when Rs. 1-8-0 per word was only charged the whole way to the United Kingdom. They accordingly addressed the Department of Commerce and Industry in the matter, with a request to be furnished with some explanation of the disproportion in the rate to Aden.

A reply was in due course received, stating that the Government of India had endeavoured to obtain a reduction on the present rates for telegrams exchanged between India and Aden, but that up to the present time they had been unable to obtain the consent of the other authorities interested in the matter. The Government of India recognised that the rates were disproportionately high, and would, it was stated, take all suitable opportunities of pressing for a reduction. (*Appendix* G-3.)

CABLE RATES.

This question, thanks to the efforts of the late Viceroy, again came before the public during the year under review, both in the United Kingdom and in this country. Lord Curzon deplored the inadequate cable service to India, and did what he could to improve matters by advocating a reduction down to a shilling and even six pence per word for private messages. He regarded the high rate that prevailed as inimical to trade and a barrier to the ever-growing intercourse between India and the Mother-Country, and as being obsolete and anomalous in itself.

Again in Bombay in his farewell speech to the Bombay Chamber of Commerce the late Viceroy stated :—" I believe in the reduction of cable rates to Europe, because a cheap tariff is the greatest instrument of Imperial unification that can be devised. It has been brought down from 4*s.* to 2*s.* a word in my time. But it must go lower still. If there were a cheap rate, say of 6*d.* a word—and of course press messages would be cheaper—between England and India, the almost indescribable ignorance that prevails in each country about the other, which is often the despair of the friends of both, could no longer exist. I am not sure that the task of Government would be rendered easier—perhaps the reverse ; but the relations of the two peoples, commercial, social and sentimental, could not fail to become more intimate. On similar grounds I have been an earnest advocate of the reduction of internal rates in India. Since the changes were made two years ago there has been an increase of 30 per cent. in private messages in India, while the stimulus given to press traffic may be shown by the fact that in a single year the total number of words jumped up from 7,680,000 to 14,000,000, or an increase of between 80 and 90 per cent."

It will be remembered that from the 1st August 1905, the rate for ordinary telegrams between Europe and India was reduced from 2*s.* 6*d.* to 2*s.* per word. At the same time the Eastern Telegraph and the Indo-European Telegraph Companies agreed to carry State telegrams of the British, Indian and Colonial Governments at half rates over their systems between India and Europe. The Indian Government also undertook to reduce its terminal share on such traffic to half, so as to make the rates exactly one-half of that for ordinary telegrams, *i.e.*, 1*s.* per word.

In the House of Commons in October 1906, Mr. Morley, replying to Sir Edward Sassoon, said that he had urged upon the Cable Companies a reduction of rates, but that the Companies had refused. The subject, he added, was receiving his attention. The reason given for declining to accede to a modified arrangement was that the volume of traffic had not expanded sufficiently in response to the lower tariff to warrant a still cheaper rate, the inference being that until the traffic had very largely increased there would be no alteration of the present charges.

The reason given by the Cable Companies for declining a further reduction is, however, capable of explanation. In the Administration Report of the Indian Telegraph Department for 1905-06, it is stated, that from August 1905 to March 1906 there were 2,698,694 words exchanged between Europe and India (including Burma and Ceylon) as against 2,747,316 during the corresponding period of the previous year, or a decrease of about 1·76 per cent.

In explanation of this it may be stated that the rule regarding artificial words, passed at the International Telegraph Conference held in London in June-July 1903, has made it possible for merchants and others to use much more comprehensive keys. Formerly, owing to a limited number of

words, only six figures were comprised in one code word; but now with a largely increased number of words nine* figure ciphers are used, and a merchant who formerly telegraphed three code words now only uses two. Accordingly, the actual number of words,—namely, 2,698,694,—cabled during the 8 months referred to above, indicates to a large extent an **increase** of coded information passed along the wires compared with the corresponding period covered by the higher tariff.

It is, perhaps, not generally known that the question of an additional line to the East has been engaging the serious attention of the London Chamber of Commerce for some time, the subject having already passed the Committee stage. That India should, for her telegraphic communications, pay three times as much as Australia, is an anomaly which is recognised by the Executive authorities both in England and in this country. It cannot be argued that the existing routes are not sufficiently remunerative. The traffic has increased to so considerable an extent that the Indo-European and the Eastern Company can scarcely cope with it. So great is the pressure on the lines that telegrams are frequently six hours in transmission. If rapid telegraphic inter-communication is to be acquired a third line is the only remedy. When one of the existing routes is blocked the pressure falls so heavily on the remaining routes that telegrams are several hours late, whereas with another cable the pressure brought about by the breakdown of one of the lines would affect the other two lines only partially. Moreover, the signallers in India are not now recruited from men of the same class as was the case formerly. The low-salaried local scale does not attract men of a suitable type. Yet the local scale and the general scale men do the same work. The system of "pie-money" is another source of evil. Owing to the anxiety to earn more pie-money the number of mutilations has increased and the

* Ten-figure ciphers are also used, but this system involves some risk.

public suffers. These latter subjects are, however, now engaging the attention of the Government Telegraph Commission, and there is every hope of some effective reforms being shortly introduced in this country.

GOVERNMENT TELEGRAPH COMMITTEE.

In October 1906 the Chamber was informed that a Committee had been appointed by the Government of India for the purpose of enquiring into the **Organization of the Indian Telegraph Department**; that the said Committee proposed to visit Bombay in the first week of November, and that in accordance with the instructions of Government they desired to ascertain the views of commercial bodies, by whom the Telegraph Department was largely used, regarding any matters which they might wish to bring to their notice. It was suggested that a convenient method of ascertaining the views of the Bombay Chamber would be to nominate representatives to meet the Telegraph Committee while in Bombay.

On receipt of this information the General Committee invited the following gentlemen to represent the Chamber, *viz.*, the Hon'ble Mr. H. E. E. Procter (Chairman), H. Courtenay Wright (Deputy Chairman), Mr. J. N. Metaxa and Mr. J. B. Leslie-Rogers, Secretary of the Chamber.

The above deputation waited on the Telegraph Committee, on Wednesday, 7th November 1906, at the P. W. D. Offices, when the following Memoranda drawn up by the Chamber were submitted for discussion :—

A.—Delay in handling repetitions.

It is considered that service telegrams should not take more than 3 or 4 hours, whereas it usually takes not less than 6 hours to get a repetition. It often happens that repetitions are called for twice before the correct

cypher is obtained, entailing a loss of a whole day and its consequent business.

It is suggested that arrangements for filing original messages required for future reference might be greatly improved, as at present it takes sometimes on an average over 20 minutes to find the required original. A separate staff and a special counter apart from ordinary traffic, would, it is believed, go a great way to remedy the delays complained of. It is also suggested that repetitions should be given precedence over all ordinary messages.

B.—Telegraph Stamps.

A great deal of time is taken at present in booking messages; this is largely due to the operation of affixing stamps to telegraphic receipts. There does not seem to be any cogent reason why stamps should be used in India, as this practice is not followed in Europe. It would expedite the despatch of a telegram if a simple receipt was granted for money paid as is done in the case of railway receipts. It is further suggested that firms should be allowed to have deposits or running accounts for the payment of cables as is done largely for Customs Duty.

C.—The Baudot System.

It is suggested that the present system of cutting every word of the Typewriter slips and pasting them line after line might be changed and that there would be a distinct saving in time and less chance of mistakes occurring, if the slips were pasted in successive lines as they come, on the plan adopted in Europe generally.

D.—Check Office.

The present method, necessitating all enquiries to be referred to the Check Office in Calcutta, not only causes

loss of much valuable time but is extremely inconvenient in all matters of urgent business. It is suggested that there should be decentralisation in this work, and that all large centres of business, such as Bombay, Madras and Karachi should have their own independent Check Offices.

E.—Reduction of rates to Japan and Aden.

As trade with Japan has increased considerably of late years it is reasonable to expect that some reduction in rates might be made. The present rate from India to Japan is Rs. 3-1-0 per word, as compared with Rs. 1-8-0 to Europe.

As regards messages to Aden, it cannot be understood why for the comparatively short distance to Aden Rs. 1-5-0 per word should be charged, when Rs. 1-8-0 per word is charged for the whole way to the United Kingdom. The disproportion is very marked and a reduction is called for regarding rates to Aden.

F.—Errors in receiving and transmitting messages.

This, it is believed, is almost wholly due to the undermanning of the Department, and the over-working of the present staff of signallers and clerks. The Chamber considers that the system of paying "pie-money" for rapid work must necessarily lead to carelessness, and if it is continued, fines for mistakes should be increased. An increase in the subordinate staff is strongly urged, and a system of bonuses for good work instead of fines for mistakes be introduced.

G.—Delays in the deliveries of Inland and Cable Messages.

It is felt that a quicker delivery of Inland Messages is urgently called for. At present a great deal of time

is wasted especially in the case of ordinary and deferred telegrams.

The time occupied in the despatch and delivery of foreign cables is also felt to be excessive and a more rapid transmission is believed to be feasible. In this connection the Chamber would urge a new all British Cable.

H.—Urgent, Ordinary and Deferred Messages.

It is felt that the anomalies regarding the above should be removed. The present charges for sixteen words in "Urgent" and "Ordinary" telegrams are Rs. 2 and Re. 1, and for every additional word annas four and two respectively: the latter payments being quite out of proportion to that for the first sixteen words. It is suggested that the additional charge per word, if reduced to half what it is now, would result in the abolition of the present practice of splitting up long telegrams, and be a great saving to the Department in both time and money.

In the case of deferred messages the present charge is 10 words for four annas and each additonal word one anna. Here each word in the original message costs only 4·8 pies, whereas each additional word costs 12 pies or 2½ times as much. It is suggested that the proportion should be more reasonable and the charge for each additional word be reduced to 6 pies.

I.—Code Message Combinations of Plain Language words, and Certificate from Senders.

The Chamber is unable to understand the reasons for the restrictions ordered. Under Rules 161 and 162 it is permissible that words used in Code Messages consisting of not more than ten letters can be made up into any combination provided it is pronounceable; and it is

therefore difficult to understand why there should be any further restriction as to how those ten letters should be made up. It appears that as a Code Word generally represents a phrase of considerably more than two words, there is no necessity for restricting such ten letters from being made up of one or more words. It is, therefore, advisable that such restrictions should be abolished and the conditions confined to the regulations contained in Rules 161 and 162 of the Telegraph Guide.

J.—Coastal Telegraphic Communications.

The Chamber would be glad if the Committee take into consideration the several applications that have been made by Messrs. Shepherd and Company (now the Bombay Steam Navigation Company, Limited) urging upon Government the desirability of connecting all the coastal ports in the southern part of the Presidency by a continuous line of telegraphs.

At present the following eleven ports: Alibag, Janjira, Hurnai, Rutnagiri, Malwan, Vingurla, Goa, Karwar, Honawar and Bhatkal, have telegraph stations, but there is no continuous wire along the coast, and the intermediate nine coast ports: Rewdanda, Shrivardhan, Dabhool, Jaygad, Jaytapore, Viziadrug, Devghad and Tadri, are not connected by wire.

At present the lines from the coast ports have to pass over the ghauts by circuitous routes and often urgent telegrams to Bombay advising the late sailing of the Company's two o'clock steamer from Rutnagiri do not arrive until too late at night to be of any service. The telegraph services to the coast ports to be of any value to the public must be continuous and direct. It is necessary to advise the departure of the steamers

from port to port consecutively and many messages would be sent by the public if facilities were afforded.

The present alignment of the wires cannot be worked to any great advantage, and letters by steamers are frequently delivered quicker than telegrams.

The above subjects were discussed in detail and notes were made by the Telegraph Committee of the various points raised by the Chamber's representatives. A full and careful consideration of the suggestions and criticisms was promised. At the close of the meeting Sir Lewis Tupper (the President of the Committee) expressed his pleasure at meeting the deputation, and thanked them for the valuable information they had placed before him. The Hon'ble Mr. H. E. E. Procter briefly responded, thanking the Telegraph Committee for their cordial reception of the deputation and the sympathetic hearing afforded them. (*Appendix* G-4.)

EUROPEAN MAIL SERVICES.

Through the courtesy of the Director-General of Commercial Intelligence, Government of India, the Chamber was favoured with copies of the **Tenders for the various Mail Services** called for by the Post Master General, United Kingdom.

Members were notified that the tenders in question were available for inspection in the rooms of the Chamber, and the documents were in due course consulted by several of the leading Shipping Companies in Bombay.

The Tenders in question were as follows :—

For the Conveyance of His Majesty's Mails between—

(1) Brindisi or some other South European port and Bombay ;

(II) A port in the United Kingdom and Colombo *via* Brindisi, or some other South European Port and Aden;

(III) A port in the United Kingdom and Australia *via* Brindisi, or some other port in South Europe, Aden and Colombo;

(IV) Aden and Australia;

(V) Colombo and Australia;

(VI) Brindisi or some other port in South Europe and Hong-Kong or Shanghai;

(VII) Colombo and Hong-Kong or Shanghai;

(VIII) Madras (or Calcutta) and Hong-Kong or Shanghai.

EXTENSION OF THE CLOSING HOUR FOR REGISTRATION ON OUTWARD MAIL DAYS.

In view of the fact that the local Banks and Firms generally had, since the introduction of Standard Time, changed their **Office hours** in the morning **from 10 to 10-30 a.m.**, the Committee enquired of the Post Master-General, Bombay, whether he could, without inconvenience to the Postal Department, also arrange to defer the closing hour for registration on Mail Days **from 12 noon to 12-30 p.m.** It was explained that the existing conditions regarding the registration of letters on Saturdays did not allow sufficient time for the purpose, and that therefore the Commercial Community would much appreciate any concessions that could be made in this direction.

In reply the Post Master-General informed the Chamber that as the mail steamer was timed to leave Bombay at 2 p.m., Standard Time, it was not possible to extend the closing hour for registration as desired. (*Appendix* H.)

POST OFFICE MONEY ORDERS.

Rates of Commission.

The United Planters' Association of Southern India represented to the Director-General of the Post Office in India the desirability, in their opinion, of reducing the Commission on Indian Money Orders to 2 annas for Rs. 25, 8 annas for Rs. 100, and 4 annas for every additional Rs. 100.

In submitting the above suggestions the Association pointed out that at some of the planting centres all money required by planters had to be obtained by money order, so that a heavy charge for commission fell with special weight upon them. Comparing English charges with Indian, the Association stated that the largest sum that could be sent by Money Order was the same in both cases £40 or Rs. 600. The English Post Office charged 10*d.* for this; the Indian Rs. 5, or nearly ten times as much. It was further submitted that the introduction of British Postal Orders into India had made the charge for Inland money orders more anomalous than ever. Rs. 157-8-0, it was explained, could now be sent by Postal Orders from India to the remotest parts of the Empire (or to any Indian Post Office) for annas 15. But the charge for a Money Order for the same amount sent from, say, Bangalore to Mysore, was Rs. 1-10-0.

The support of the Bombay Chamber was invited in this matter, but while fully sympathising with the Association, the Committee felt that, in view of the comparatively small profit realized by the Money Order system, the financial aspect of the question deterred them from recommending at the time a general reduction of commissions on the lines suggested. At the same time they were of opinion that a reduction of commission on small amounts remitted might be advocated without loss to Government.

The Director-General in his reply assumed that the Association did not intend to make any serious comparison of the rates charged in the United Kingdom with its small area and its highly-developed net-work of railways and financial arrangements, with those charged in India. But he pointed out that a comparison could not fairly be made between the fees charged for Indian Inland Money Orders and those charged for British Postal Orders sold in India for payment in this country. In the case of a remittance by money order, the money was carried to and paid at the door of the payee, and an acknowledgment of receipt of the money by the payee was procured and carried free to the remitter. The remitter of a money order had also the further advantage of using the coupon portion of a Money Order Form as a means of communicating instructions to the payee. The purchaser of a British postal order, on the other hand, had to send the postal order to the payee in a cover on which he had to pay postage and possibly the registration fee also, whilst the payee had to call at or send a messenger to the Post Office to receive payment; while, if an acknowledgment of its payment was sent to the remitter, a further charge on account of postage had to be met. It was further explained that money could now be transmitted in India by postal order under practically the same conditions as in the United Kingdom, and that if the public in this country preferred to employ the Money Order system, this must be taken as a proof practical that the very great additional advantages attached to it were worth the additional cost. As regards the transmission of cash by means of parcel, it was pointed out that the cost of sending Rs. 600 by parcel post would be at least Rs. 4-14-0 exclusive of packing charges, and not Rs. 2, as stated by the Association. Further, that such parcels would not be delivered at the addressee's house. The addressee would have to take delivery at a Post Office.

The Director-General added that he was not averse to any reduction in the existing rates for Inland Money Orders which might, in the future, become feasible, with reference to the actual cost of the service to Government. But the Post Office, he explained, was a Commercial Department, and could not be expected to perform this or any other service at a loss.

MEDICAL INSPECTION RULES.

Signals by Infected Ships when approaching Indian Ports.

The Government of India had before them during the year a despatch from the Secretary of State for India regarding a suggestion made by the Board of Trade that the **Signals displayed by Infected Ships**, when approaching Indian Ports might be assimilated to those in use in England. Under the Board of Trade rules a ship infected with Cholera, Yellow Fever or Plague when within three miles of the English Coast, must hoist, by day, a flag of yellow and black borne quarterly, and by night, a triangle of lights, white at the apex and red at the base. In the rules made under the Indian Ports Act for diseases common in India although the same day signal appears, a different night signal— three white lights in vertical line—is prescribed. Of the three diseases, however, dealt with by the Board of Trade, Cholera alone came within the scope of these rules. Yellow fever was a disease uncommon in India for which no regulations had yet been framed, while for plague the rules made by Local Governments under the Epidemic Diseases Act prescribed different signals for different ports. Ships infected with plague thus hoisted by day a yellow flag, but by night variously three lights, red, white and red (in Bombay, Karachi and in ports in Burma), two red lights (in Aden and Perim), and a white light at the fore-mast head with a red light at the main mast

head (in Ports in Madras); while in one Province (Bengal) no night signals seem to have been prescribed.

The Government of India were disposed to think that as Notification of the fact of infection was the primary object of signalling, the signals indicating infection of any kind whether prescribed by rules under the Ports Act or under the Epidemic Diseases Act should be uniform and that it should be left to the Health Officer when he comes on board, and not to the Master of the vessel, who must necessarily be often unequal to the task, to determine the nature of the disease which had manifested itself. It did not appear to them necessary to prohibit the berthing of a vessel displaying such a signal but they considered that both the passengers and crew should be precluded from disembarking until the Health Officer had inspected her.

The Government of India desired to be informed as to the feasibility and suitability of the proposed signals and of the alterations which their adoption would involve in existing rules; also whether the night signals suggested would clash with any signal at present in use in any of the Ports in the Bombay Presidency.

A copy of the correspondence was forwarded to the Chamber by the Bombay Government for an expression of the Chamber's views.

The Committee, while generally approving of the use of the signals mentioned above, considered it desirable that greater uniformity and simplicity should be aimed at. They suggested to Government that one such flag should be applicable, not merely to a portion of the Empire, but to all British Ports, and that the flag should not be used to indicate any specific ailment, but should simply denote that there was a suspicious case of illness on board. The Committee based their proposal on the knowledge that most steamers afloat did not

carry qualified surgeons, and in such cases the captain could not be expected to accurately diagnose a disease : further that it was known when there were ship's surgeons, their verdict was not usually accepted without verification by the Inspecting Health Officer. Consequently the adoption of the signal as proposed by Government did not appear to meet all the exigencies of the situation. As regards the night signal, the Committee stated that they did not see any objection to its adoption, provided it did not clash with other signals already in the code. (*Appendix* **I-1.**)

TIME-SIGNAL BALL AT ADEN.

The Government of Bombay having consulted the Chamber regarding a proposal to erect a **Time-Signal Ball at Aden,** the Committee, after consulting the shipping members of the Chamber on the subject, replied that the consensus of opinion was in favour of the proposal provided that the ball was dropped twice a day as at Bombay. (*Appendix* **I-2.**)

SHIPPING COMPETITION TO SHANGHAI.

The Vice-Chairman of the Yokohama Foreign Board of Trade forwarded to the Chamber in August 1906 a reprint of an article which had recently appeared in the *Japan Gazette* together with a memorandum on the above subject which had been adopted by his Committee.

In thanking the Board for these papers, the Committee enquired whether there was any objection to the Chamber publishing the contents of the documents in question ; and on permission being given the correspondence was forwarded to the local Press.

LIGHT-HOUSES AT PERIM.

The Chamber was consulted by the Bombay Government in the early part of the year with regard to certain proposals

placed before Government by the Political Resident at Aden for the **Improvement of the existing Light houses at Perim** and for the construction of a new light between Perim and Aden.

The Committee, in the first instance, consulted the Members of the Chamber interested in the subject, and subsequently replied to Government submitting the following suggestions: —

(*a*) That the Perim high light should be altered to a powerful group flash light;

(*b*) That the Obstruction Point light should remain as it was;

(*c*) That the Balfe Point light should be increased in power and given greater distinction;

(*d*) That a new light between Aden and Perim was desirable, placed preferably at Ras-al-ara. (*Appendix* I-3.)

TRADE WITH ARGENTINE PORTS.

Through the courtesy of the Director General of Commercial Intelligence, the Committee were favoured with a copy of a communication from the British Consul at Buenos Aires to H. M.'s Principal Secretary of State for Foreign Affairs, regarding the necessity that existed for ships trading with Argentine Ports having their Manifest viséd by the Customs Authorities when sailing from Ports where there were no Argentine Consuls. The communication in question stated that attention had been drawn to the fact that the British vessels arriving at Buenos Aires from Ports at which there were no Argentine Consuls had been obliged to pay double fees on presenting their manifests at the Custom House on the grounds that their papers were not in order. It was found that by Article 14 of Law No. 4280 of January 4th, 1904, "all vessels proceeding from Ports at which there is no

Argentine Consul should obtain a manifest from the Custom House showing at least the number of packages included in the cargo, and if the vessels touch at an intermediate port where there is an Argentine Consul the master should get his papers duly put in order and legalized even if not loading or unloading at that Port."

His Majesty's Consul stated that the Visé of the Customs Authorities at the Port of Departure was indispensable as without it the Argentine Consular officials refused to legalize manifests. The above applied especially to jute or hessian laden vessels from Indian Ports.

SUGAR DELIVERIES—ABNORMAL DELAYS IN THE DOCKS.

Many complaints reached the Chamber during the year regarding the above matter, and as far back as May 1906 the Committee first addressed the Port Trust pointing out the hardships such delays imposed on all connected with the trade. Instances were quoted showing that deliveries were not made sometimes for 26 to 32 days after the arrival of the steamer.

These long detentions besides being a hardship to buyers, who suffered a daily loss of interest, constituted a serious hindrance to the development of the sugar trade through this port.

The Committee also brought to notice the fact that sugar buyers were obliged by the Dock Authorities to pay extra fees on all sugars which they did not clear within 7 days from landing ; and this in spite of the fact that the delay in clearing the goods was entirely due, as the instances quoted showed, to the inability of the Dock Authorities to deliver the sugar within the 7 days allowed free of charge.

Again it was shown, that sugar being a perishable article, was subject to considerable deterioration as regards condition, and importers on account of these delays were compelled to pay allowances on damaged bags, which if delivered in time, would have been accepted as sound. Lastly it was pointed out that as the Hansa and the Austrian Lloyd's S. N. Companies allowed only 7 days for the survey and weighment of torn and slack bags, importers had to suffer the loss in weight on all the torn and slack bags, which were traced after the expiry of the above 7 days. This the Committee considered unfair on the importers, as it was naturally impossible for them to trace all the slack and torn bags until the cargo had been properly sorted by the Dock Authorities.

As no reply was received up to the 8th November 1906, the Committee again, on that date, called the attention of the Port Trust to the importance of the question.

Under date 21st December 1906, a lengthy reply was received from the Port Trust, the substance of which is as follows :—That extraordinary efforts were made by the Dock Establishment to meet the convenience of the Trade by sorting cargoes according to marks and counter marks—an operation attended with great difficulty owing to the immense number of the marks, the great extent of the space required, the imperfection of the marks in some cases, and the impossibility of sorting cargo discharged at night. Out of a cargo of 83,000 bags landed between the 18th and 24th September 1906, 51,000 bags landed during the day and 3,000 landed at night were on 27th September sorted according to marks and were ready for delivery. The remaining 29,000 bags **landed during the night** were awaiting sorting owing to want of space. The cargo occupied **four** of the Prince's Dock sheds. Of the 54,000 bags ready for delivery only 5,000 had been cleared up to the 27th September. The inconvenience

to the working of the Dock traffic as well as to the importers was owing to the dilatoriness of the dealers in taking deliveries. The Trustees were responsible only for the delivery of the number of the bags landed. In attempting to sort the cargo according to marks they tried to meet the convenience of the Trade. There was in consequence a tendency to treat the Dock Transit Sheds as taking the place of the importers' godown ; and causes entirely unconnected with the Dock management were allowed to affect clearances. To obviate this, dealers should take immediate delivery of their lots as soon as they were landed and were notified by the Dock Establishment as ready irrespective of whether the full tale was complete or not. Although under the Dock By-laws extra fees were leviable on the expiry of 7 days from landing, the practice was to count the free days from the date the cargo was ready for delivery in case it was not ready on the day it is landed. It would be admitted that this very liberal course left no ground for complaint on the part of the dealer in this matter. The allowance of time made by the ship for survey, etc., appeared to be a matter between the importers and Agents in arranging freight and not one in which the Trustees have any voice.

The Committee in thanking the Port Trust for their communication called further attention to the insufficiency of storing space at the Docks, which, they believed, was the chief cause of the difficulties previously complained of by the Chamber. It was, therefore, suggested that the possibility of acquiring further accommodation might seriously be considered by the Trustees, even if necessary outside Dock limits, where the sugar could be taken direct by rail or trolly from the steamer's side.

The Committee at the same time issued a Circular to members, strongly urging upon all importers the advisability

of impressing upon dealers the necessity of taking delivery as soon as any part of their consignments was ready and not to wait till the whole was available. This procedure, if unfailingly observed, would, the Committee believed, both obviate the present confusion and greatly facilitate the quick delivery of sugar cargoes. (*Appendix* J.)

REFUNDS OF TOWN DUTY ON SUGAR.

The inconvenience attending the refund of town duty on sugar re-exported from Bombay was again brought to the notice of the Chamber during the year. The procedure in force had hitherto been that to obtain such refunds it was necessary that the marks on the bags should correspond exactly with the marks appearing on the Import Manifest. Most of the sugar imported into Bombay came under well-known brands such as B.R.B., A.Z., &c., and the firms' counter-mark appeared on each bag in addition to these letters. In this way very often in the same ship there were consignments of sugar under the same marks, but with different counter-marks, that is to say, for example, bags marked $\frac{\text{B. R. B.}}{\text{Ralli}}$ and $\frac{\text{B. R. B.}}{\text{Volkart}}$, the sugar being exactly the same but imported by two different firms. Often at the time of discharge these bags were mixed, with the result, for example, that Messrs. Ralli Brothers might have eventually to take delivery of certain bags marked $\frac{\text{B. R. B.}}{\text{Volkart}}$, owing to the former firm having been delivered a few bags marked $\frac{\text{B. R. B.}}{\text{Ralli}}$. Now as Messrs. Ralli Brothers' import manifest contained the mark $\frac{\text{B. R. B.}}{\text{Ralli}}$, under the existing rules the Municipality would not give the refund on those bags which that firm had delivered to them under the mark $\frac{\text{B. R. B.}}{\text{Volkart}}$.

In placing the above particulars before the Municipal Commissioner, under date 13th July 1906, the Committee stated

that the sugar was exactly the same, the counter-mark "Ralli" or "Volkart" having nothing to do with the quality,—that being indicated by the mark B.R.B. The Committee accordingly urged that the Municipality should agree to grant refund of town duty according to the chief mark without taking note of the counter-mark; and they expressed the hope that if the Municipality could see its way to grant this concession, it would greatly facilitate trade and generally help in the delivery of sugar from the Docks.

A deputation from the Committee subsequently waited on the Municipal Commissioner and discussed the matter in detail with him.

At that meeting it was suggested by the head of the Refund Department of the Municipality, who was present, that instead of accepting the proposal put forward by the Chamber, an additional mark should be added.

The Committee, however, strongly opposed this and subsequently addressed the Municipal Commissioner, under date 25th October 1906, pointing out that the proposal in question would be very difficult to carry out and would result in a worse state of affairs than existed at present. They were strongly of opinion that it would be sufficient, for all practical purposes, were the Municipality to accept the quality marks only, without requiring or taking cognisance of the counter-marks; and, seeing that duty was paid on all sugar per bag irrespective of quality, the Committee failed to understand why there should be any objection to this or why there should be a limit of six months for refund purposes. They, therefore, strongly urged that such time limit should be taken off and that refund of town duty should be paid on all sugar re-exported in accordance with the quality marks only.

So far no reply has been received. (*Appendix* **K-1.**)

MUNICIPAL OCTROI IN THE CENTRAL PROVINCES.

(See *Report*, 1905, *pp.* 124, 496.)

It will be remembered that in September 1905 the Committee brought to the notice of the Chief Commissioner of the Central Provinces the delay, inconvenience, and expense incurred by merchants owing to the complicated procedure adopted in certain municipalities in those provinces for the **Refund of Octroi Duty.** Under the prescribed procedure, as laid down in the Municipal Manual, all applications for refunds had to be made at the Central Office of the Municipality, where the goods on which refunds were claimed had to be carted for inspection, and a declaration in the prescribed form made by the exporter.

The Octroi daroga had to satisfy himself that the nature, weight and quantity of the goods were in accordance with the statements made in the declaration. The goods were then allowed to be taken past the Octroi Cordon, the Officer at the exit post noting on the declaration form the fact that the goods specified therein had been exported. The declaration forms were then returned to the head office, where they were added up at the end of each month and refunds paid accordingly. The Chamber instanced the Municipalities of Khandwa and Harda as affording the best examples of the defects of the system. In order to remedy the inconvenience and delay which was entailed by the necessity for carting to the Central Municipal Office all goods on which refunds were to be claimed on export, the Chamber suggested the adoption of a simplified system which was stated to be in force in the Municipality of Jubbulpore, in accordance with which goods for export could be taken direct to the railway station without inspection or other formality, a written declaration of their nature, weight and quantity being made at the Municipal Office,

supported by the necessary number of octroi-paid receipts and subsequently checked with the railway receipt granted for the goods actually despatched.

As no complaints of inconvenience or delay had hitherto been received by the Local Administration from members of the mercantile community, the Chief Commissioner called for reports on the procedure actually in force in the various municipalities of the Central Provinces and for suggestions for its amendment whenever it was found to be inconvenient or obstructive to trade.

On receipt of their reports, instructions were issued to all Octroi-levying Municipalities to give effect to the Chamber's suggestions, and the Committee desire to place on record their appreciation and thanks for the exhaustive and practical way in which the subject had been dealt with by the Chief Commissioner. (*Appendix* K-2.)

DOCK WAREHOUSES.

The Trustees of the Port of Bombay had under consideration during the year the question of the arrangements at the Docks for **Warehousing Goods** which had not been cleared direct from **Transit Sheds**. The matter had been fully investigated by a Special Committee appointed by the Trustees for the purpose, and the Chamber was furnished with a copy of the printed Report adopted by the Board together with a copy of the **Dock Schedule of Rates**, in which the proposed amendments were shown, and a copy of the revised by-laws for **Warehousing Goods**.

As regards a time limit for the removal of goods from the Transit Sheds, it had been decided that the Warehouse Department should commence the removal of Import Goods immediately on the expiry of the **Free Days**, and that the Trustees would undertake to remove all such goods from the

Transit Sheds within **25 days** of the completion of the discharge of the vessel from which they were landed, provided such goods, if they were to be removed to the **Duty Paid Warehouses**, were first cleared by the consignee from Customs charge, subject to the following conditions :—

(1) That there was room in the available warehouses, failing which notices would at once be given to the consignee.

(2) That the Board were not held responsible for the observance of this Rule in the case of sufficient labour not being obtainable owing to strikes, riots, or a sudden outbreak of epidemic disease or from other causes beyond the Trustees' control. In each such case the earliest possible notice would be given either directly to the owners or consignees or by notification in the daily papers.

The Committee, in addressing the Port Trust, under date 28th June 1906, stated that although they generally approved of the proposed rates, they hoped that while the 25 days' period referred to met the situation at the time, it would be possible later on to still further reduce the period fixed for the removal of goods from the Transit Sheds to the Warehouses.

The Revised Rates were brought into force from 1st July 1906. (*Appendix* **L.**)

PILFERING OF IMPORT PACKAGES.

In April 1906 the Bombay Port Trust addressed the Chamber stating that a careful enquiry had been made into a complaint of the **Native Piece-goods Merchants' Association** regarding the frequent pilfering of import packages, but that no satisfactory result was arrived at for want of reliable data as to particulars of the cases that had occurred.

The Port Trust therefore asked the Chamber to invite Piece-goods Importers to assist in the matter by reporting all cases of **pilfering or shortage**, giving full particulars of the ports at which the packages were shipped, the marks the packages bore, and whether they were taken delivery of from the Transit Sheds or Warehouses.

As the matter was of some importance, the Committee addressed a circular letter to the members inviting the attention of all Piece-goods Importers to the subject, and asking that information when available on the points referred to be submitted to the Chamber for communication to the Port Trust.

SHORTAGE OF WATER-SUPPLY IN BOMBAY.

The insufficiency of the water-supply of Bombay was again brought prominently before the public owing to the serious fires which occurred at Colaba during the early part of the year, when the supply of water was found to be wholly inadequate. The Committee were in the first instance addressed by the Bombay Cotton Trade Association on the subject and requested to bring the matter before Government with the object of pointing out the urgent necessity of steps being taken to increase the water-supply in Bombay. The Committee accordingly addressed the Bombay Government on the subject, under date 28th June 1906.

They represented that the want of water in Bombay had been a matter of common knowledge for many years; that large residential quarters had been erected on the Apollo Reclamation, and that complaints regarding the water-supply from the residents of this place had constantly appeared in the press. As these residences were dependent upon a regular water-supply for the flushing of their sanitary arrangements, it could be easily understood that the constant

absence of water constituted a serious danger to health, and might result in the outbreak of an epidemic at any time.

It was pointed out that the supply at Tansa was quite sufficient for the requirements of the City, but that the present 48" main was too small to convey the required amount. The Committee suggested that this main should be duplicated; that full pressure of water should always be available to enable the Fire Brigades to cope with fires, and that the Municipality should be permitted to raise the money required for the duplication of the Tansa Main by loans for 60 years as had been done by the Improvement Trust and the Port Trust, and as was also allowed in the case of the original loan for the Tansa Water Works.

So far no reply has been received.

The Committee at the same time addressed the Bombay Port Trust suggesting the advisability of the Trust investing in **Fire Floats** such as were in use in Calcutta. It seemed to the Committee that a powerful fire float would have been of the greatest assistance in the disastrous fires at Colaba referred to above; that one capable of discharging 1,350 gallons a minute from eight jets would be of considerable service in protecting about half of the godowns and Cotton Green, where the Port Trustees had a direct interest as ground landlords; and that these fire floats would further be of very material assistance for all risks in the Docks and the Harbour front generally. That in view of the universally acknowledged necessity of largely increasing the present water-supply of Bombay, especially for purposes of fire protection, the Committee hoped that the suggestion put forward would receive consideration, as at least a possible means of improving the fire service on the Harbour front.

The Port Trust, in reply to the Chamber's representation on the above subject, stated that the matter had been gone

into by the Trustees in 1897, and it was then decided that such provision was not necessary. Since that date the Steam Tug "Rose" with very powerful fire and salvage pumps had been added to the equipment; and the Trustees had in the "Rose," the "Grappler," the "Pholas," and "Princess" a very powerful floating fire service. The aggregate capacity of the pumps on the craft named was 5,105 gallons per minute or approximating to double the capacity of the "Hetty" and "Hoogly" employed at Calcutta. The letter added that there was not sufficient water at the Colaba Bundar to admit of floating fire engines being brought alongside except at the top of high water, and even then it would be difficult and dangerous and especially so in a dark night. (*Appendix* **M-1.**)

SPONTANEOUS COMBUSTION OF COTTON.

The origin of the disastrous fires at Colaba already referred to appeared to be inexplicable, and it seemed difficult to associate the idea of **Spontaneous Combustion** with cotton pressed in bales to a density of anything between 30 and 40 lbs. per cubic foot. The majority of the cotton bales shipped from Bombay are generally pressed to a density of over 35 lbs. The question, however, as to whether the practice of watering cotton excessively before being pressed was largely responsible for these fires, was referred to the Committee by a member of the Chamber for an expression of their opinion.

The Committee consulted the Directors of the Bombay Cotton Trade Association on the subject, and they subsequently addressed the member in question stating that although the watering of cotton had become a general practice of late, they did not believe that this in itself could cause spontaneous combustion. The Committee added that thousands of bales pressed under similar conditions to those burnt at Colaba had been stored at the local mills and shipped

abroad from time to time; yet no instance had been reported of spontaneous combustion either in the mill godowns or in the holds of steamers, where the conditions would seem more favourable to such a result. In these circumstances the Committee felt that, so far as the recent fires were concerned, no good purpose would be served by addressing Government regarding the watering of cotton as practised in Bombay. (*Appendix* M-2.)

LATE SHIPMENTS OF PIECE-GOODS FROM THE UNITED KINGDOM.

(See *Reports*, 1900, *pp.* 119, 346; 1905, *pp.* 74, 307.)

The Committee addressed the Manchester and Glasgow Chambers of Commerce on the above subject in the latter part of 1905, but as no reply had since been received, they again approached the former body in February 1906, pointing out the gravity of the situation that had arisen. While the difficulties of the question were realized by the Committee, they could not help feeling that unless some arrangement was soon arrived at between manufacturers and merchants to put an end to the present tension, the dealers in Bombay might be led to take independent action, resulting in serious dislocation of trade. The Committee therefore expressed the hope that this important matter would receive the early and thoughtful consideration of the Manchester Chamber.

A reply was received in due course from the Glasgow Chamber stating that, however desirable it might be to prevent manufacturers falling behind in their deliveries, the difficulties in the way of enforcing a law to bring about this object were insuperable. It was pointed out that buyers had always the legal right to buy in against defaulting sellers, and although under some market conditions this might mean nothing, still, on the other hand, when prices fell, manufac-

turers in their turn had often a distinct grievance for unreasonable cancelment, on the pretext of slight late delivery caused by no fault of theirs. In these circumstances, and especially in view of the fact that the unprecedented rise in values, now extending over two years, had accentuated the present position from a buyer's point of view, the Glasgow Chamber stated that its Directors were unable to take any further action in the matter beyond the expression of opinion indicated above.

A reply was also received from the Manchester Chamber saying that they were doing all that was possible to bring about a satisfactory outcome to the present discussion; and that they were in active communication with the Chambers of Commerce of Blackburn and Burnley on the subject. (*Appendix* **N-1**)

INDIAN MERCHANDISE MARKS ACT.

Fast Colours in Piece-Goods.

In a communication addressed by the Collector of Customs in Calcutta to the Bengal Chamber of Commerce, under date 21st September 1906, attention was drawn to the large quantity of goods such as **Prints, Cotton Tweeds, etc.,** imported into Calcutta having labels attached bearing the words "Warranted Fast Colour," "Fast Colour," "Pucca Rung" or the like in English or a Vernacular, which, on being tested by washing, were proved not to have a fast colour. In several instances cuttings of such goods had been washed in the presence of the importers, or washed cuttings had been shown to the importers, and that the result in each case conclusively proved that when the goods were washed with water and soap, the colour either ran or came out.

The descriptions quoted above when applied to such goods appeared to the Collector to constitute false trade descrip-

tions as to the material of which the goods were composed under the Indian Merchandise Marks Act, and to render the goods liable to a penalty, but it had been pointed out to him that the importation of goods bearing these descriptions was very general, and had been continuing for some years, and that to put a stop suddenly to such importations would be a hardship to importers. The Collector recognised that there was something to be said for this plea, and he had, therefore, at the request of one of the importing firms, decided to refer the matter to the Bengal Chamber for remarks. In doing so, the Collector stated that he proposed to issue a notice that, after a period of three months, all importations of Prints, Cotton Tweeds and other similar articles bearing the labels objected to above, the colour of which was not really fast, would be dealt with as goods bearing false trade descriptions under the Act in question.

The Bengal Chamber, on receipt of the above communication from the Collector on the subject, addressed your Committee asking for their views on the matter.

The Committee in reply stated that, generally speaking, they were not opposed to the movement inaugurated by the Collector of Customs, Calcutta. As regards the time limit of three months suggested by the Collector, the Committee agreed with the Bengal Chamber that this was too short a period in which to adjust the many issues involved, and considered that an extension from three months to twelve months should be allowed before the proposed order was enforced. The Committee considered it desirable that the Collector in Calcutta should be asked to explain the character of the test he proposed to apply, and to give a clearer definition of a "Fast Colour." Also, for example, in the event of soap and water being used in the test, to state the kind of soap to be utilized, whether pure tallow soap, or other chemical soap, and

whether hot or cold water, etc.? It was further suggested that the Manchester and Glasgow Chambers should be addressed with a view to their getting all the printers interested to agree upon a test, which would be recommended to the authorities in India as the standard to be applied.

The Karachi Chamber of Commerce, in addressing the Bengal Chamber on the above subject, stated that although a large quantity of Piece-Goods was imported into India—the colours of which were not fast, and which bore such labels as "Fast Colour" or the like, would come under the category of "Goods bearing false description"—the fact must not be lost sight of that there were heavy importations into India of Piece-Goods, the colours of which were, for all practical purposes, quite fast, though a certain amount of fugitive surface colour on them would come off with washing. These goods, it was explained, had been associated for years with labels denoting "Fast Colours," and the measure which the Calcutta Collector of Customs proposed to take, if it proved of so sweeping a nature as to embrace these goods, would tend to dislocate business, and prove extremely harmful to the trade. (*Appendix* N-2.)

RUSSIAN CHINTZ IN CHITRAL.

Major S. H. Godfrey, Political Agent, Dir, Swat and Chitral, addressed the Chamber in June 1906 with regard to certain reports which had reached him to the effect that **Russian Chintz** was rapidly coming into the local **Market of Chitral.** From enquiries instituted by him it appeared that the preference shown for Russian Chintz was chiefly due to the following reasons :—

(*a*) Its better wearing quality,

(*b*) Faster colours. The article imported from India was said to invariably lose its colour after being

washed, while this never happened in the case of Russian Chintz.

(*c*) The colouring and designs of the Russian Chintz were apparently more suited to the local taste than those of the Indian article. The Political Agent explained that both chintzes were selling in Chitral bazar at the rate of 4 annas a yard, but that since the beginning of 1905, owing to a rise in the price of cotton in the Indian markets, instead of the former quality of Indian Chintz being imported, only an inferior stamp of Indian Chintz could be purchased in Chitral, the price remaining the same.

The Political Agent was good enough to forward samples (with prices) of Chintzes actually sold in Chitral, in case manufacturers in Bombay should desire to take measures to meet the competition from the North in articles which Bombay might be able to supply.

As, however, the Chintzes in question were not printed in India, the Committee decided to forward the samples to the Chambers of Commerce of Manchester and Glasgow accompanied by the information which the Political Agent had been good enough to furnish.

RUSSIAN CLOTH IN INDIA.

It would appear from the *Indian Trade Journal* that for some years certain Russian cloth, known as **Mahut Shikan**, has been imported into the Quetta market by way of the Seistan route, and that samples of this cloth have been sent to the Board of Trade and the Manchester Chamber of Commerce at various times since May 1903. Samples were received in 1900, but they were not large enough to indicate the width and weight of the fabric, and parti-

culars on these points were not supplied. The samples were, however, shown to certain Indian millowners who declared that they could produce similar goods if the trade were reliable. But at that time the uncertainty about dimensions and prices prevented any development of business. The matter was brought again to the notice of the Government of India by the Assistant Political Agent, Chagai, in October 1905; and it was then stated that the prices obtained in Quetta for the cloths in question were about double those obtainable in Persia, and that even at these high prices the fabrics sold in considerable quantities and in preference to similar cloths from Britain and India. The matter had since been followed up by the Commercial Intelligence Department of the Government of India; and **samples** of the leading varieties of the cloths in question, together with particulars as to prices, etc., had been procured by that office through the courtesy of the Agent to the Governor-General in Baluchistan. They varied a good deal in quality and were variously described as "**Broadcloth, Moleskin, Twilled Meltons, Coarse Italians**, and very heavy **Sateens.**" They were of cotton throughout, probably Egyptian. All but the quality approximating to coarse Italians were well raised, and had a glossy finish on one side.

They were in six serviceable colours :—

Buff (Khaki).
Dark-slate grey (Mash-i-Siah).
Dark-blue (Nili)
Light brown (Naswari).
Warm chocolate (Unabi).
Cold chocolate (Zirai).

They were reported to be made in several qualities, the two lower qualities being the most popular at Quetta because of their relatively low price. The **Superior Quality** was

known by the name of "**Yak Kinara,**" because this quality was woven in large widths and then split in halves, so that the cloth had a hem on one side and a selvidge on the other. The trade in this quality was not great, and it was stated that of twelve pieces (Thans) imported by a certain merchant from Meshed more than a year ago, five pieces remained unsold at the time of report. The buff colour, however, was sold out and was in strong demand, although the received sample of this colour was almost the lowest in respect of quality. The **Middling Quality** was used in the manufacture of caps, called Kullahs; and both this and the lowest quality had selvidges on both sides and were of only half the width of the superior quality. Of all qualities of Mahut Shikan it was stated that the demand at Quetta was not so great that it might be considered one of the regular articles of trade. The demand in Afghanistan was said to be stronger than in Baluchistan. In Seistan it was reported to be "somewhat scarce" and, it was added, that the goods had been exported thence to Meshed both by Indian merchants and camelmen, but only in small quantities and infrequently. **The sizes of the pieces** varied in all qualities from 28 to 30 and 35 Meshedi yards (**metres**). Sale was made at Quetta by the Meshedi yard, and the quotations given below are for that measure. In Seistan the metre is known as a Zara. The **prices** are variously given as follow :—

All Colours.	At Quetta.	In Meshed.	In Seistan.
1st quality per metre.	As. 15 to Re. 1	3½ Krans=As. 8	Kr. 4=Rs. 1
2nd „ „	As 11 to As. 12	2 „ =As. 8	„ 3=As. 12
3rd „ „	As. 9 to As. 10	1¾ „ =As. 7	„ 2=As. 8

Through the courtesy of the Director-General of Commercial Intelligence, Government of India, the Chamber was

favoured with samples of these goods, and members were in due course invited by circular to inspect them in the rooms of the Chamber.

ADULTERATION OF INDIAN WHEAT.

(See *Reports*, 1882-83, *pp.* 165, 314; 1883-84, *pp.* 141, 258; 1884-85, *pp.* 143, 229; 1886, *pp.* 42, 316; 1887, *pp.* 34, 144; 1888, *pp.* 64, 407; 1889, *pp.* 67, 448; 1890, *pp.* 187, 502; 1905, *pp.* 104, 409.)

The subject of the adulteration of Indian wheat, and the measures which should be taken to secure the export of cleaner grain, again engaged the attention of the Government of India during the year. In a communication addressed by the Department of Commerce and Industry to local Governments, under date 10th March 1906, the Government of India stated that they had arrived at the conclusion that, though the system of cultivation and the methods of preparation for the market involves the presence of a certain amount of impurity, the greater portion of the foreign substances in wheat exported from India was deliberately introduced by dealers or shippers. This practice was due to the existing system under which the grain, whether clean or dirty, was sold in England on a fixed basis of refraction. The Chambers of Commerce were agreed that the remedy for the evil rested in the hands of the English buyers, who at present refused to pay higher prices for clean wheat, and it was recognised that, until this system was discarded in favour of a more equitable arrangement, the English Market would be supplied with wheat containing the maximum permissible percentage of impurities. The Government of India appreciated the force of the argument that Indian interests suffered, owing to the freight charges paid in respect of the foreign matter in dirty wheat, and owing

to the restricted market for garbled grain in the United Kingdom; but they were of opinion that legislative measures framed with the object of checking preventible adulteration in India would seriously hamper trade, and would probably prove ineffectual as a practical remedy. It was also evident that no action on the part of the Government would be necessary, if the existing system under which the grain was sold were altered. The Government of India expressed the hope that some equitable modification of the present system might be introduced; and, with the object of strengthening the position of a certain section of the English buyers, and of making the position of India in the matter clear, they proposed to state authoritatively that wheat could be regularly supplied, containing not more than 2 per cent. of impurities. The two per cent. limit had been fixed on the authority of Dr. J. A. Voelcker, who, in paragraph 383 of his "Report on the Improvement of Indian Agriculture," expressed the opinion that there would be no difficulty whatever in supplying clean wheat on a basis of 2 per cent. refraction, as this percentage would, he estimated, cover the maximum amount of impurities due to natural causes. Before making a definite announcement to this effect, however, the Government of India desired to have an explicit statement of the opinion of the commercial community on the point. The Bombay Chamber was accordingly invited by the local Government to state whether in its opinion the announcement referred to could safely be made.

It will be seen from the correspondence printed in the appendix that this subject had already been fully dealt with in the Chamber's letter of 12th October 1905, but on the question as to whether wheat could be regularly supplied containing not more than 2 per cent. impurities, the Committee were of opinion that so far as Bombay wheat was concerned this low percentage of refraction would not cover

the maximum amount of impurities due to natural causes. In explanation of the above statement, it may be mentioned that the soft white wheat of the Central Provinces and Central India arrives in Bombay with from 4 to 6 per cent. of impurities, and can only be cleaned down to 3½ to 4 per cent. A lower percentage cannot be attained, as the wheat contains small particles of earth which sieve through and are not separable from the wheat. The admixture is chiefly brought about by the wheat being threshed on the bare earth and therefore cannot be avoided until the cultivators adopt a cleaner method of threshing. Hard yellow wheat arrives with about 3 per cent. admixture and can be cleaned down to 2¼ to 2½ per cent. In both soft and hard varieties besides earth, there is generally also a mixture of other grains. This latter addition of impurities might be greatly reduced or even eliminated if the cultivators could be induced not to sow mixed crops such as barley and wheat, mustard and wheat, gram and wheat, etc.

In addressing Government the Committee stated that for the reasons mentioned above, they did not consider that the announcement referred to could be safely made, and they expressed the opinion that under existing conditions a somewhat higher percentage should be fixed, and that all wheat should be sold with mutual allowances as explained in the Chamber's letter of 12th October 1905.

A meeting of a Committee, appointed by the East Indian Wheat Conference, was held at the offices of the Liverpool Corn Trade Association on October 23, 1906. There were present : Mr. Robt. A. Patterson, Chairman ; Mr. Strawson, Mr. Barbar and Mr. Wares, representing the London, Liverpool and Hull Corn Trade Associations, respectively ; Mr. Petrie, Mr. Sanday and Mr. Ziffo, representing East Indian Shippers ; and Mr. Humphries, Mr. Nicholls and Mr. Rank,

representing the National Association of British and Irish Millers. Mr. E. M. Hutchinson, President of the Liverpool Corn Trade Association, was also present.

The following resolutions were adopted in reference to **Karachi and all other descriptions of Indian Wheat :—**

"That all dirt, seeds, etc., up to 2¼ per cent. be paid for by the seller at Contract price of the wheat and at double that price beyond 2¼ per cent.

"That only one form of Contract be adopted by the Association. That the wheat be assumed to contain 2 per cent. barley and/or pulse and/or other feeding stuffs, and to be free from dirt, oilseeds and other extraneous matter. All barley, pulse or other feeding stuffs beyond the 2 per cent. to be deemed one-half the value of wheat."

The following Notification on the above subject was published by the Government of India under date 29th November 1906* :—

"In July 1905, the Right Honourable the Secretary of State for India, acting at the instance of certain Flour Millers' Associations in the United Kingdom, asked the Government of India to consider whether any measures could be devised, with the co-operation of the commercial community, for the improvement of the purity of Indian Wheat exported to foreign countries by sea. Though this question of the adulteration of Indian Wheat had on several previous occasions received the careful consideration of the Government of India, it was decided, in view of the rapidly growing importance of the export trade, to consult the leading Indian Chambers of Commerce on the subject."

"The Government of India were then disposed to think that the rigid adherence of English buyers to the system of

* See *Bombay Government Gazette*, 6th December 1906, Part I, pp. 1823—24.

purchase on a fixed basis of refraction was to a great extent responsible for the systematic adulteration—as opposed to the addition of impurities owing to the system of cultivation and the methods of preparation for the market—of wheat before it left India; and they, therefore, suggested that considerable improvement might be effected if Home dealers were authoritatively informed that there would be no difficulty in supplying clean wheat on a basis of **two per cent. refraction**, which would cover the maximum amount of impurities due to natural causes, and would preclude deliberate adulteration. The replies received from the Chambers of Commerce were, however, not sufficiently explicit on this point, and it was necessary again to consult them and the local millers in regard to this matter. It appeared to the Government of India that if the existing system under which the grain is sold was altered, no action on their part would be necessary, and they, therefore, again proposed, with the object of strengthening the position of a certain section of English buyers who were known to be in favour of procuring cleaner wheat, to state authoritatively that wheat could be regularly supplied from India containing not more than 2 per cent. of impurities. The point specifically referred for opinion was whether this announcement could safely be made."

"The replies received have been considered, and the Government of India now feel justified in announcing, for general information, that, **if buyers of Indian wheat desire to obtain regular supplies containing not more than 2 per cent. of impurities** (that term covering all foreign matter other than food grains), the mass of Indian shipments can be made on that basis." (*Appendix* O.)

MIXING OF COTTON AND COTTON SEED.

In March 1906 the Deputy Director of Agriculture, Bombay, on behalf of the Secretary of State, asked the Chamber for the following information in connection with the practice of mixing different growths of Indian cotton:—

(*a*) Quantity and sources of cotton imported into Bombay (either by land or sea) in other than fully pressed bales?

(*b*) The number of bales of cotton pressed in Bombay for export to foreign countries?

The Committee, after consulting the Cotton Trade Association of Bombay, replied as follows:—That no definite information was available regarding the above two queries; that the question of the mixing of various growths of cotton was too large a one to reply to satisfactorily without first collecting detailed information from all the cotton districts; embracing as the question did (*a*) the mixing of different growths in up-country factories as well as in Bombay, and (*b*) the transferring of cotton by rail and carts from one district to another, with the double object of obtaining favourable station marks on the bales before despatch to Bombay, and also of mixing cotton from one district with that of another that has a better reputation for style and staple. The Committee suggested that, for purposes of a thorough investigation, Government should have enquiries made on the spot in up-country cotton centres, and collect statistics from Railway Companies, showing how much cotton is despatched by rail from one up-country station to another, when, as it was often the case, it could not possibly be required for local consumption.

A further communication was received from the Deputy Director of Agriculture during May 1906 regarding the admixture of cotton and cotton seed. It was his opinion that

133574

two or more varieties of cotton were not grown mixed in the fields of the Ahmedabad and Surat districts, and that those grown in the Surat and Broach districts were always grown pure. That if any admixture was subsequently found, it undoubtedly took place after the kapas had left the cultivators' hands. The only exception he found to the above was in the Khandeish district where crops often consisted of more than one variety; but he considered deterioration of the crops by external admixture to be impossible in most cases.

In this connection he asked the Chamber to bring to his notice details of any specific instances of the arrival of cotton in Bombay that was considered to have been grown from mixed seed, and that it would be of assistance to him if the Chamber could give him a rough sketch of the reputation of the various stations in respect of mixed cotton. He further suggested that the various public bodies in Bombay, interested in cotton, might embody in their annual reports a review of the quality of cotton coming from the different districts into the Bombay market, as such information would be valuable to him in keeping under observation the tendency to spread shown by the coarse but hardy and prolific varieties like Khandeish.

Copies of the above letter were forwarded to the Mill-owners' and Cotton Trade Associations of Bombay for their information and remarks. The concensus of opinion thus obtained enabled the Committee of the Chamber to submit the following information to the Deputy Director of Agriculture.

The Committee stated that while it was natural that the Agricultural Department's attention should be drawn chiefly to the various descriptions of Kappas at the gins, and the resulting mixture of seed, as also to the sowing of this mixed seed, the attention of the Chamber and the mercantile com-

munity in general had been mainly directed to the admixture of the various fibres, firstly at the gins, and secondly the further mixture of various descriptions that took place at the presses. It should not, however, be supposed that the importance of the mixing of seed was lost sight of or disregarded; but as this took place in a large number of markets in the interior, and at remote villages, it was impossible for the merchants of Bombay to exercise any influence in checking such mixture, the more so as every ryot and petty trader in the interior was free to take his produce to the market where he could realize the best price.

As regards the sowing of mixed seed, the mercantile community of Bombay knew very little of what went on in the fields, and any influence which they could exert would scarcely make itself felt at such distant points. It was for this reason the Committee felt that where the mercantile influence ceases, the village authorities and the Agricultural Department should step in to check the sowing of mixed seed, and initiate and carry out to a successful issue purer methods of cultivation.

The Committee were pleased to hear that instances of various varieties of cotton growing mixed in the same field had not been met with, which apparently showed that the ryots themselves were alive to the importance of sowing pure seed of only one variety. As regards mixed fibres the Committee remarked that it would be quite impossible for any one to say definitely whether a mixed lot of cotton was the growth from mixed seed, as distinct from cotton that had been mixed when passing through the Gins or Presses.

Regarding the reputation of up-country markets, the following places were mentioned where cotton was known to be freely mixed, *viz* :—Malkapur, Akola, Sheagaon, Khamgaon, Murtizapur, Karanja, Khandwa, Broach (mixed with

Khandeish), Indore, Parbani, Barsi, Hubli, Gadag. The practice was followed in fact in all such stations where cotton was considered of superior quality and of higher relative value.

With reference to the Deputy Director's suggestion that a review of the quality of the cotton coming into Bombay market might be embodied in the Annual Reports of the various public bodies interested in cotton, the Committee stated that no such review had hitherto been prepared, as the subject was so extensive and so varied that it was not found possible to deal with it in a concise Annual Report. They however added that they would endeavour to submit annually a memorandum of any special cases that might occur during the year. (*Appendix* **P-1.**)

AMERICAN COTTON BOLL WEEVIL.

It may be remembered that at the Agricultural Conference held in Bombay in February 1906, a resolution was adopted to the effect that Government should take steps to minimise the danger of the **introduction of American cotton weevil into India.** It had been estimated that the damage done to the cotton crop in the United States by the pest came to about fifty per cent. It was also found, from an official report, that, if the American cotton seed was imported, there was nothing whatever to prevent the pest being carried to a long distance on board the ship. The Director of Agriculture, Bombay Presidency, considered that it was possible to disinfect all American seeds imported at the principal ports in India and destroy the weevil by fumigation with bi-sulphide of carbon, and suggested that legislation might be undertaken to assume this power.

The Government of Bombay, in addressing the Chamber under date 31st March 1906, desired to be favoured with their views on the above subject.

The matter was carefully considered by the Committee, and in addressing Government they expressed approval of the suggestions to arrange for the destruction of the said weevil by fumigation in the manner suggested, provided that that method had already been proved to be efficacious for the purpose and did not injure the ultimate germination of the seed itself. The Committee, however, desired to know whether any experiments in the direction mentioned had been tried in India and with what result, as they felt it would be hazardous to legislate without a definite scientific decision on so important an issue. But assuming that Government were in possession of reliable information on the subject, the Committee stated that they favoured the idea of legislation being undertaken on the lines indicated. (*Appendix* P-2.)

A ROVING COTTON COMMISSION SUGGESTED.

In June 1906 the Bombay Millowners' Association addressed the Chamber submitting a scheme for the formation of a Roving Commission to enquire into the whole question of the adulteration of Indian cotton forwarded to Bombay for export and local use.

The Millowners explained that the increasing adulteration of Indian cotton, and the consequent lowering of prices, had of late years attracted the serious attention of all concerned in the cotton trade of this country, and it was felt that the time had come when this important question should be exhaustively enquired into by both the Commercial Community and the Government of India. In the opinion of the Millowners' Association strong remedial measures were urgently called for, but it was realised that before any useful action could be taken it would be necessary to have at hand far more exact information than was available at the time.

It was thought that the first step in this direction should be the formation of a Roving Commission, composed partly

of Government officials, preferably of the Agricultural Department, and partly of expert representatives of the mercantile community of Bombay. Two officials and two non-officials would, it was believed, be sufficient for the purpose.

The duties of the Commission were to be as follows :—

(*a*) To travel in Central and Western India over the area which supplied cotton to the Bombay local and export markets.

(*b*) To report on the actual condition of the cotton crop in the field, examining whether the pure and indigenous variety of each district was grown by itself or whether inferior varieties from other localities were grown with the indigenous cotton. In the latter case whether two or more kinds were grown promiscuously in one field, or each kind in a separate field.

(*c*) Whether the practice of mixed cultivation was on the increase and deliberately carried out with the object of passing off an inferior for a superior quality?

(*d*) To name the districts where this objectionable practice was most in vogue and find out from where such districts procure their inferior seeds?

(*e*) Whether the mixing of seed took place at the hands of the cultivator, or in ginning factories where various qualities of cotton were ginned without regard to the ultimate destination of the seed.

(*f*) Whether adulteration was due to the mixing of seed or to the mixing of various qualities of cotton or both?

(*g*) Whether the present belief was correct that the high grades of Surat and Broach were steadily dete-

riorating by the practice of mixing inferior cotton with them?

(*h*) Whether the mixing of different cottons was done by cultivators or subsequently by the traders?

(*i*) Whether any practical measures could be put in force to prevent the mixture of seed, in the field and in Ginning Factories and of cotton when packed for the market?

(*j*) Whether it would be advisable to move Government to legislate to put a stop to these practices?

There was a growing feeling in the Association in favour of such a Commission, and it had been proposed to support it with a special grant of money. But as the Commission would require a lengthy period to fully investigate all aspects of the question, it was considered that the Association alone should not be called upon to undertake so important a move. It was therefore suggested that the Millowners' Association should invite the Bombay Chamber of Commerce and the Cotton Trade Association to join in subscribing funds and making an united representation to Government, whose co-operation and pecuniary assistance would be necessary to make the Commission a real success.

In framing an estimate of the cost of the Commission, it was necessary to consider the salaries of the two non-official members as well as the travelling expenses of the whole Commission. With regard to the latter, Government, it was suggested, might be requested to grant the privilege of free passes over all Railway lines the Commission utilised in their sphere of action. This, it was felt, would very materially reduce the actual amount of the fund that would have to be subscribed. Government was also to be asked to contribute half, or one-fourth of the actual expenditure incurred, the balance being borne equally by the three subscribing bodies.

In conclusion it was stated that should the scheme meet with the approval of the three public bodies referred to, an united representation would at once be made to Government, as it was necessary if a thorough investigation was desired that the Commission should take up its duties from the commencement of the young crop in the field.

The Committee of the Chamber in reviewing the proposed scheme considered it advisable before any definite action was taken to have the details discussed by a Sub-Committee consisting of three representatives each of the Chamber, the Millowners' Association and the Cotton Trade Association. In accordance with the above suggestion the following Sub-Committee was soon after formed, *viz*:—

The Chamber ...	The Hon'ble Mr. H. E. E. Procter. Mr. H. Courtenay Wright. Mr. F. W. Bickel.
The Cotton Trade Association.	Mr. D. H. Glade. Mr. A. D. Stephanos. Mr. A. W. Campbell.
The Millowners' Association.	The Hon'ble Mr. Vithaldas D. Thackersey. Mr. N. B. Saklatwalla. Mr. Narandas Purshotumdas.

The Sub-Committee met on the 18th July 1906, and after a careful consideration of the whole matter reported against the formation of the proposed Roving Commission and suggested instead that the Government of Bombay be conjointly addressed by the three associated bodies as follows:—

"The question of the adulteration and deterioration of Indian cotton has occupied the attention of our respective Associations for some time past, and with a view to seeing whether anything could be done to improve matters, a small Sub-Committee, consisting of three members from each Association, was appointed to go into the question thoroughly

and to report to our Associations what they considered would be the best course to adopt. That Committee has met and exhaustively discussed the matter, and the conclusions they have come to, and which have been accepted by our Associations, are as follows, and we would ask you to lay them before His Excellency the Governor in Council for his careful consideration :—

"1. It is an undoubted fact that the mixing of cotton exists throughout India, and that the only real remedy appears to be legislation. In view, however, of the result of former legislation, and the abuses which crept into the administration of the Cotton Frauds Act and which led to its ultimate repeal, our Associations are generally averse to advocating legislation, and are of opinion that a re-enactment of legislation, on similar lines would have much the same result now, unless it could be introduced on improved and more modern lines, which would provide safeguards against vexatious interference with the legitimate claims of both the cotton cultivators and traders.

"2. Our Associations are, therefore, of opinion that outside legislation, the Agricultural Department is that which could render the most valuable and most practical assistance in bringing about an improvement of the present state of things, and they consider that the scope of the Department might, with advantage, be extended so as to bring it into touch with the various stages of cotton cultivation and its preparation for the market. If this meets with the approval of Government they would further recommend that a small Advisory Committee, consisting of two representatives from each of our Associations, should be appointed, whose function would be to collect useful information and generally advise the Agricultural Department in matters connected with cotton production, and thus serve as a connecting link between the trade and that Department.

"3. Our Associations would therefore be glad to know whether His Excellency the Governor in Council approves of the above suggestion and would be willing to officially recognise such a Committee."

In the reply received from Government it was stated that as at present advised, Government are unable to accept as correct the view expressed in the first sentence of the conclusion of the Sub-Committee, numbered 1, that the only real remedy for the injurious mixing of cotton appears to be legislation. Definite information given by the Department of Agriculture and published by Government seems to point the other way.

With regard to paragraph 2 of the conclusions, the information of Government, which has not yet been contradicted, is that mixing of cotton is a trade operation, and not practised by the cultivator. Government at present, therefore, doubt whether the Agricultural Department can do much to effect any material improvement as regards adulteration.

The improvements which can be effected by the agency of the Department are probably limited to the introduction of superior varieties, *e.g.*, Egyptian cotton in Sind, and the breeding of superior varieties by selection and hybridisation, the distribution of superior seed, the demonstration, it may be, of the possibility of cultivating profitably the superior cottons by means of irrigation, the increase of outturn by means of suitable methods of cultivation, rotation, and manures and similar measures.

But although these are the present views of Government, the reply stated that they cordially welcomed any practicable means of bringing the Agricultural Department into close touch with the trade. It is not understood in what points it is expected to bring the Department into closer touch with the various stages of cotton cultivation. In these respects

Government conceive that the touch of the Department is already as close as it well could be. How far the Department could with advantage be put in close touch with the operations of preparing cotton for the market is a matter for consideration. But in any case Government had much pleasure in recognising the proposed Committee as an authoritative advising body, and would instruct the Director of Agriculture to correspond with it direct, to confer with it when necessary, to take full advantage of the information and advice it might offer, to arrange in consultation with the Committee such inquiries and experiments, and undertake or propose to Government such measures as might be shown to be conducive to the ends which the Committee and Government alike desired to attain, namely, improvement in the cultivation of cotton and the checking of the adulteration of the pure product. Any representations which may be made by the Committee to Government would, the letter added, always receive attentive consideration. (*Appendix* P-3.)

ADVISORY COMMITTEE.

On hearing that Government welcomed the formation of an Advisory Committee and had given assurances of their readiness to work with it, the three Associated bodies proceeded to appoint the following representatives on the said Committee for the year 1907 :—

Chamber of Commerce ...	O. Meyer, Esq. J. Cavadia, Esq.
Millowners' Association ...	The Hon'ble Mr. Vithaldas D. Thackersey. Fazulbhoy C. Ebrahim, Esq.
Cotton Trade Association, Ld.	N. S. Glazebrook, Esq. H. Stauber, Esq.

EXPERIMENTS IN THE CULTIVATION OF RUBBER.

At the Industrial and Agricultural Exhibition, held in Bombay in December 1904, Colonel Wyllie, Cantonment Magistrate of Belgaum, exhibited certain specimens of Rubber grown within the Cantonment of Belgaum, and Mr. Ryan, who was in charge of the Forest Section of the Exhibition, suggested that, in view of the great demand for Rubber in the market, some steps might be taken to introduce Rubber plantations experimentally in the Southern Circle, adding that experiments were being made in the nursery in the Central Thana Division. The Conservators of Forests were consulted and on consideration of their reports and of the resolution passed at the recent Agricultural Conference held in Bombay, Government decided that arrangements should be made for the starting of experiments in the cultivation of Rubber plants, both in the Southern and Northern Circles, and in the garden of Economic Botany which is about to be established in Bassein. For the Northern Circle, Mr. Ryan had been requested to prepare and submit, under the direction of the Conservator, a scheme for the plantation of *Ficus elastica* and by experiments to ascertain the yield of Rubber and its commercial value, and to suggest other Rubber plants which he might consider likely to show good results. For the Bassein garden of Economic Botany, Mr. Gammie had been asked to prepare a scheme of experiment on a smaller scale in numerous Rubber yielding plants, with the object of ascertaining which were the most likely to succeed in the Coast Districts of this Presidency. For the Southern Circle, orders had been given for the preparation of a scheme for experimental plantation, more particularly *Hevea*, in one or more localities under the direction of the Conservator, by an Officer best fitted for the purpose. It had been directed that full information should

be obtained of similar work which was being done in Ceylon, Burma and Tennaserim and that the schemes of experiment should be prepared with due regard to economy, beginning on a comparatively small scale, with provision for expansion. The plantations in Kanara would be the most extensive, and would be under the supervision of a Forest Officer best qualified for the work.

Papers in connection with experiments in the cultivation of Rubber in the gardens at Bassein were also received by the Chamber during the year. (*Appendix* Q.)

DISCHARGE OF COAL.

(See *Reports* 1888, *pp.* 72, 73, 79 ; 1902, *pp.* 83, 84.)

In reply to an enquiry as to the quantity of coal per day a steamer is bound to discharge in wet weather, the Committee stated that this was entirely a matter of contract as embodied in the Charter Party ; further, that the question of wet weather only affected the discharge if the rain was sufficiently heavy to stop work, and that this point was generally decided by the Port Officer who settled for work in the Harbour whether a day was a Weather Working Day or the reverse.

TRADE ALLOWANCES.

The Committee receive from time to time enquiries as to whether the Chamber had fixed any **limit of allowance** beyond which the buyer is entitled to cancel the goods—the point at issue being whether in case of dispute a dealer in any particular class of goods is entitled to reject the lots surveyed if the allowance granted on such lots exceeded **10 per cent.** The Committee have, in all such cases, given a negative reply, adding at the same time that there were no rules on this point for the guidance of surveyors, and that therefore the Chamber recognised no custom in the trade in the matter referred to.

THE METRIC SYSTEM AND THE POSTAL DEPARTMENT.

(See *Reports* 1902, *pp.* 141, 143, 668; 1903, *p.* 181; 1904 *p.* 162; 1905, *p.* 125.)

In May 1906 the attention of the Chamber was drawn to the following announcement in the *Indian Trade Journal*, namely, that:—

"Metric Weights are now used in the British Post Office. The Secretary of the Post Office has informed the Decimal Association that letters addressed to France and Germany, weighing more than ½ oz. but not more than 15 grammes, if only stamped 2½*d.*, are not surcharged."

On enquiry at the Presidency Post Office it was however ascertained that the **Metric System** had not in any way been adopted by the Indian Postal Department. The matter was therefore brought to the notice of the Director-General of the Post Office of India, with a request that the privilege enjoyed by England might also be conceded in favour of the postal charges between India and the abovenamed Continental countries. The reply received stated that **Metric Weights** were not generally used in the British Post Office. But that the statutory rate of postage to be prepaid on letters from the United Kingdom for transmission to foreign countries was 2½*d.* per ½ oz., which was the avoirdupois equivalent fixed by the Universal Postal Union for the **Standard Metric** unit for letters of 15 grammes, the corresponding rate from India being 2½ annas per ½ oz; this method of fixing the equivalent for 15 grammes being slightly unfavourable to the United Kingdom and India in the case of letters, ½ oz. being equal to only 14·178 grammes. However in case of business papers, samples, etc., the avoirdupois equivalent of the Standard Metric unit of 50 grammes had been fixed at 2 oz., or 56·693 grammes, so that in the case of these

important classes of articles senders from the United Kingdom and India had a considerable advantage. The very slight disadvantage in the case of letters seemed to have been met by the British Post Office by treating letters prepaid with 2½*d.* and weighing only a very little more than ½ oz. as fully prepaid. The practice in the Indian Post Office has long been the same, and letters prepaid with 2½ annas and weighing only a very little more than ½ oz. were already treated as fully prepaid. The Director-General however added that this practice though not so far objected to by the foreign countries of destination was, strictly speaking, without legal authority; and that any foreign postal administration would apparently be acting within its rights if it chose to tax such letters.

The Committee in their reply pointed out that the said practice of the Indian Post Office was practically unknown to the general public, and was therefore not of much real use as it stood. They were still of opinion that to be of any benefit to the public, the concession which had already been announced in England should be extended to India as previously suggested. That as regards the actual legality of the practice in vogue in Indian Post Offices, it was apparent, from the announcement made by the Secretary to the Post Offices in London, that the British Post Office must have made the necessary arrangements in this respect with France and Germany, and that therefore it was urged that similar arrangements might be made by the Indian Post Office with these countries, and the public then duly informed of the concession.

In acknowledging receipt of the Chamber's letter, the Director-General stated that the latest information communicated to the Postal Department in India did not show that the British Post Office had come to any special under-

standing with France and Germany. The position as regards those countries was, he explained, the same as that of any other Foreign administration in respect of the right to tax letters under the conditions previously explained by the Director-General: he did not consider it necessary, therefore, to make any public announcement on the subject.

Members interested in the Metric System are referred for information to previous reports, and to the Metric Chart, Weights, and Publications to be seen in the Chamber's Rooms. (*Appendix* **R-1.**)

INDIAN WEIGHTS AND MEASURES.

(See *Reports* 1884-85, *pp.* 172, 493; 1887, *pp.* 44, 178; 1888, *pp.* 81, 419; 1890 *pp.* 162, 351; 1893, *pp.* 195, 603; 1895, *pp.* 109, 633).

The question of establishing **uniformity in the Weights and Measures in general use in this country,** has been before the Chamber for many years as will be seen from the annual reports quoted above.

During the year under review the Committee were consulted by the Upper India Chamber as to the desirability of approaching Government again in the matter; and while they sympathised with the proposal, they did not overlook the many difficulties which must beset the introduction of any Uniform System for all India.

They were, however, in agreement with the Upper India Chamber that the best way to effect any such change would be for the various Railway Administrations to take the lead by adopting a **Standard Unit of Weight;** and added that the Bombay Chamber would be prepared to support a representation to Government advocating the adoption of the **English Pound** as the unit of weight throughout the Railway Administrations in India. The Committee added

that as a permanent measure they were strongly in favour of introducing the **Decimal System** into this country, but they realized that India was not yet ripe for such a change and that it would be unprofitable to urge its adoption in India until it had generally been accepted throughout the British Empire. (*Appendix* R-2.)

COMMERCIAL EDUCATION.

The Director of Public Instruction, Bombay Presidency, addressed the Chamber in July 1906, asking for an expression of the Committee's opinion as to the desirability of establishing **Scholarships to enable Natives of India to pursue Higher Commercial studies in England**, as suggested in the letter from the Government of India, No. 311 of May 16, 1906, a copy of which was attached.

The Director called special attention to the suggestion of the Government of India that the scholarship might be given to "those classes of natives who trade on their own account on some not inconsiderable scale." It had been represented to the Director that to persons in this position a scholarship of £150 would have small attractions, but he presumed that the words were meant to apply not absolutely to those who were actually trading but to their sons or nephews who might expect to succeed to the business.

The Committee in addressing the Director stated that, while generally approving of the proposed scheme, they were of opinion that such scholarships should not be confined to "those classes of natives who trade on their account on some not inconsiderable scale," but should be thrown open to all classes and nationalities resident in India, including Eurasians and domiciled Europeans. It was felt that given certain educational qualifications it would be invidious as well as difficult to draw distinctions as to who should try for these scholarships, as it was possible that the sons of others than

merchants might wish to follow a mercantile career. The Committee added that it was believed it would be to the advantage of the country generally were highly trained men of all classes available to guide its commercial activity as directors, managers and heads of departments, more especially in newly developed industries; but that no such favourable position would be created if the suggested scholarships were limited only to selected individuals in certain mercantile families. The Committee endorsed the opinion of Government that candidates for these scholarships should have a sound preliminary education, and that none but graduates should be regarded as eligible. (*Appendix* **S.**)

THE ADULTERATION OF FOODS AND DRUGS.

Messrs. Kemp & Co. drew the attention of the Chamber to the dangerous extent to which **foods and drugs were adulterated in India,** and they asked the co-operation of the Chamber with a view to inducing Government to legislate and bring in an Act that would control this objectionable practice, and give the consumer some assurance that he got the article he expected to purchase. They stated that the Bazaars of India, especially in the large cities, were full of adulterated drugs, the consequences of which were most serious to physicians and patients alike. They suggested that a law modelled on the lines of the Food and Drugs Act of England might be brought into force with standards suitable to the climatic and other conditions of this country; or a law that would insist that every article was labelled in accordance with the contents of the package or bottle, specifically and accurately describing the same. The firm further appended a lengthy and important list of drugs that were systematically adulterated to the detriment of public health.

The Committee gave their careful consideration to the subject and expressed their sympathy with the move the firm had initiated in the interest of the public. They, however, were of opinion that it was essentially a question that should in the first instance be taken up by the various Trades' Associations of India, who, they thought, should make their representation direct to Government; and that on hearing the views expressed by them in the statement of the case, it was probable a suitable opportunity would be afforded the Chamber to support the representation. (*Appendix* T.)

ANTHRAX IN THE UNITED KINGDOM, AND "BOMBAY OILSEED CAKE."

A copy of a despatch from the Secretary of State was received from the Director of Agriculture, Bombay, regarding the possibility of **outbreaks of anthrax** in the United Kingdom, being due to infection being introduced **through the medium of Indian oilseed cakes.** It was stated that in numerous instances of animals infected with anthrax it was found they had previously been fed with Bombay Cotton Cake. In connection with this question the Director of Agriculture requested to be furnished with the following information, *viz* :—

(*a*) The localities from which the linseed, rape and cotton seeds, used in the manufacture of these feeding cakes, were found.

(*b*) The methods of harvesting the seeds, and of transporting the same to the sea coast.

(*c*) The processes of manufacturing the cakes.

The Committee in their reply pointed out that there was practically no export of cotton cake from this country. It was shown that the port of Hull was a large consumer of Bombay cotton seed, where it was understood the shipments after landing were often taken into process without being

sorted or cleaned, and therefore it was suggested that an enquiry on the point raised might more appropriately be held in Hull. The Committee were, however, of opinion that the supposition that anthrax might be due to cotton cakes made from imported seed should not be accepted without the fullest investigation, and the clearest proof for it was believed that in the seed itself the germ of anthrax had never been found; and when it was borne in mind that cattle in England were fed on many different cakes made from various seeds supplied by countries other than British India, it seemed evident that enquiry should be made in other directions before cake made from Bombay cotton seed was regarded with suspicion. Further, the fact that the trade in Indian cotton seed had very steadily increased, namely, from 677 tons in 1898-99 to 121,689 tons in 1903 and 1904, very largely negatived the theory that had been put forward.

The following information was furnished in reply to the queries (*a*), (*b*) and (*c*):—

(*a*) Linseed, rape and cotton seed, used in the manufacture of feeding cakes, come from all the districts on this side of India where these crops are grown. Lincake and other cakes, excepting rape seed cake which is not usually made, come mainly from the Berars.

(*b*) The cotton seed is gathered from the gins, and other seeds are threshed either by hand or by the treading of cattle. The seed are packed in bags and railed down promptly to port of shipment, but at the end of the season supplies are sometimes available from the ryots' stores. If intended for export for crushing, oil seeds are packed in ordinary gunny bags up-country, and (excepting cotton seed) are as a rule re-bagged in

Bombay. If exported in cake the gunny bags are filled at the mills up-country and railed down to Bombay.

(c) The cakes are made in machines, the same as in England, and also by the ordinary bullock presses. (*Appendix* U.)

THE STATUTORY TESTING OF KEROSINE OIL.

In May 1906 the attention of the Chamber was drawn to the statutory testing of cargoes of Kerosine Oil, and some doubts were cast as to the correctness of the Bombay testing apparatus. The Petroleum Act of 1899 laid down that the instrument should be verified with the model test apparatus at Calcutta once every five years. But this procedure was considered most unsatisfactory.

The journey to and fro not only caused delay, but the thermometers used were liable to serious damage by the vibration, shaking and heat to which they were subjected. When not actually destroyed by these means the reading was frequently found to have been altered.

The Committee, in addressing the Local Government on the subject, pointed out the various objections to the present procedure and urged that the standardizing should be arranged for in Bombay, as they considered the growing volume of importance of the trade in Bombay entitled this Port to be placed in a position independent of Calcutta in this matter. Government were also informed that the Chemical Analyser concurred with the Chamber in advocating the standardization of the thermometers in Bombay, and gave it as his opinion that there were no practical difficulties to contend against in the matter.

The Secretary to Government in his reply, dated 26th September 1906, stated that a proposal had been submitted a

few years ago to the Government of India for the deposit of a model test apparatus in Bombay, but the proposal had not been approved of by that Government. It had however since been ascertained that arrangements could be made for testing the thermometer at the Government Observatory at Colaba, and the Chemical Analyser to Government had been instructed to have the thermometers standardised in future at the Observatory when there was any doubt as to their accuracy. (*Appendix* V.)

COAL.

Introduction of Reduced Rates for the Carriage of Coal and Patent Fuel from the Bengal Coal Fields.

With effect from **15th November 1906** the following **Reduced Rates** were introduced in local booking over the East Indian and Bengal-Nagpur Railways with the Bombay, Baroda & Central India, Great Indian Peninsula, Oudh & Rohilkhand, North-Western, and Eastern Bengal State Railways for **Coal, Coke and Patent Fuel**, both for the public and railways, in full wagon loads booked at owners' risk.

Distance.	Present rate per ton.	Reduced rate per ton.
	Rs. a.	Rs. a.
300 miles	5 2	4 9
400 „	6 8	5 6
500 „	7 13	6 4
600 „	9 1	6 15
700 „	10 6	7 11
800 „	11 10	8 6
900 „	12 14	9 1
1,000 „	14 3	9 13
1,100 „	15 10	10 8
1,200 „	17 0	11 3

The differences between rates at the old scale and as now reduced are as follows to certain principal stations, from Jherria or Bhaga :—

	Present.	As reduced.
	Rs. a. p.	Rs. a. p.
Cawnpore	8 15 0	5 15 0
Siliguri	8 4 0	6 8 2
Lucknow	8 10 0	5 13 0
Agra	10 15 0	7 1 0
Delhi	12 5 0	7 15 0
Umballa	13 14 0	8 8 0
Lahore	16 9 0	9 13 0
Ahmedabad	19 14 0	10 12 0
Nagpur	8 15 0	7 1 0
Amraoti	11 6 0	8 6 0
Dhamangaon	10 6 0	7 11 0
Surat	18 5 0	10 6 0
Broach	19 0 0	10 8 0

Reduced rates from the Bengal Coal Fields served by the Bengal-Nagpur Railway have already been introduced in local booking over the Bengal-Nagpur Railway.

Rate tables for intermediate distances will be supplied on application to the Coal Manager, East Indian Railway, Calcutta, or to the Superintendent of Goods, Bengal-Nagpur Railway, Garden Reach.

The special rates per ton already quoted to Bombay, Dadar and Kurla will remain unaltered.

All charges will be based on tonnage, subject to the present minimum charge for the different types of wagon used. Fractions of a ton will be charged as follows :—

Below 2 cwt.	...No charge
2 cwt. and below 8 cwt....	...Charge as for ¼ ton
8 cwt. and below 12 cwt....	...Charge as for ½ ton
12 cwt. and below 18 cwt....	...Charge as for ¾ ton
18 cwt. and over	...Charge as for 1 ton

Railway Risk rates for coal and coke will be charged at 20 per cent. higher than the owner's risk rates above quoted.

The rebate on export coal and coke at owner's risk will continue.

The above reductions should have a great effect in stimulating consumption not only in Upper India but in the Bombay Presidency. A ton of coal now sent from Jherria or Bhaga costs in carriage to Cawnpore Rs. 5-15-0 instead of Rs. 8-15-0; to Delhi Rs. 7-15-0 instead of Rs. 12-5-0; and to Lahore Rs. 9-13-0 instead of Rs. 16-9-0. On the Bombay side the reductions are even greater, the cost per ton to Ahmedabad falling from Rs. 19-14-0 to Rs. 10-12-0; to Broach from Rs. 19-0-0 to Rs. 10-8-0; and to Surat from Rs. 18-5-0 to Rs. 10-6-0.

INDIAN TRADE STATISTICS.

A Committee on Indian Trade Statistics was appointed by the Government of India under orders contained in Finance and Commerce Department Resolution No. 401 S. R., dated 19th January 1905, and they were directed to undertake the revision of the statistical publications relating to trade and cognate subjects, with the object of rendering them more accurate and more generally useful. They were instructed more particularly to consider certain changes which had been proposed in the system of registering the external trade of India, as well as other suggestions, which had been made from time to time, for the improvement of the statistical publications. In compliance with these orders their examination extended to the following publications:—

I. The statistics of Sea-borne Trade and Navigation of British India with the British Empire and Foreign Countries.

II. The annual statement of the Coasting Trade and Navigation of British India.

III. The annual statement of Sea-borne Trade and Navigation both Foreign and Coasting of the different Provinces.

IV. The accounts of the Rail and River-borne Trade of British India.

V. The accounts of the Land Frontier Trade of British India.

A copy of the Government Committee's report was forwarded for the information of the Chamber which was invited to assist as far as possible in introducing the new arrangement that had been proposed.

The Chamber's Statistical Department.

The Committee of the Chamber, after having carefully studied the whole report, replied approving of the various suggestions put forward, which they were of opinion would considerably enhance the value of the Trade Statistics. There were, however, two subjects referred to in the report that called for comment. For instance, in one para. it was stated that—

> "It is, in our opinion, undesirable to have in the Custom "House outside clerks however responsible, handling "documents which bear to a certain extent a confidential "character. We recommend, therefore, that the compi- "lation of these publications at Bombay and Karachi "should be transferred to the Custom House Clerks as at "other ports. We have sounded the Bombay and Ka- "rachi Chambers of Commerce on this proposal and "understand that no objection is likely to be raised on "their part."

The Committee could not recall any occasion on which they were "sounded" in regard to the compilation of the publications referred to and they had never expressed concurrence in the proposal that the work hitherto done by their statistical staff should be transferred to the Custom House. In these circumstances they begged to submit, for the consideration of the Government of India, the following reasons for not altering the arrangements that have hitherto existed for the publication of the statistical information by the Chamber :—

(*a*) The staff employed by the Chamber for this particular work have been located in the Custom House Building for over 35 years.

(*b*) During this long period not a single complaint had been received either from the authorities or merchants as to any improper use having been made of the information extracted from the Customs documents.

(*c*) Copies of the returns published by the Chamber, chiefly by the aid of the Customs documents, were forwarded for the information of the Government of India, together with a memorandum showing the character of the information given in each return. These returns were published at a considerable cost and financially showed a loss to the Chamber. They were published with great regularity and expedition, and were of immense value not only to Members of the Chamber but to merchants generally. Apart from this, the Committee were applied to frequently for miscellaneous information on trade matters, import and export, which the Chamber's staff as constituted was in a position to supply with exactness and promptitude.

(*d*) In the event of Government deciding to transfer the publications under discussion to the Custom House in Bombay, it would mean a reduction to the Chamber of about three-fourths of its present publications, which would also necessarily entail a corresponding reduction in the present statistical staff; and the Committee desired to know whether Government would be prepared to take over those clerks of the Chamber's staff, whose services would consequently have to be dispensed with. They would also like to have an assurance that there would be no curtailment of the information hitherto given, and that it would be published in the existing form as regularly and expeditiously as heretofore, so that comparison with former years might be maintained.

The Committee further informed Government that the members of the Chamber were strongly in favour of the existing system being continued. That they had always been accustomed to the form in which the information had for years been published by the Chamber, as it enabled them to follow at a glance and without confusion the regular course of trade. However, if Government were unable to accede to their request, the Committee asked that this Chamber should be consulted regarding any fresh statistics or returns the Customs House staff might propose to publish. They made this request as they felt there was a growing tendency to publish detailed information regarding the business done by the individual firms. The Committee were aware that this information had been asked for from England, but they held a very strong opinion that such information was confidential and should therefore not be published without the consent of the parties concerned.

The Unit of Weight.

In an another para. of the report it was suggested that the maund should be retained as the unit of weight. The Chamber's Committee were of opinion that it would be to the advantage of trade generally to establish some uniformity in the weights and measures shown in both the internal and provincial trade of the country ; and that as the English measure of weight had already been adopted in both the Sea-borne and frontier trade, the cwt. should in future be the unit of weight shown in the statistical reports. If, however, there were reasons for still retaining the maund in certain returns, the Committee considered that it would be a great convenience to the mercantile community if the total number of maunds in each case were also converted into cwts. and shown in a separate column : that is, while details might be in maunds, the total should be given in both maunds and cwts. (*Appendix* W-1.)

Landing and Wharfage Charges.

In June 1906 the Collector informed the Chamber that, with reference to the Report of the Official Committee on Indian Trade Statistics, Government had approved of the suggestions of the Committee that in the case of imports the country of consignment and in the case of exports the country of final destination should be shown. This information, it was stated, would be compiled from the 1st October 1906, and a circular on the subject would be sent to all the leading, importing and exporting firms, and distributed among Customs House Agents.

And that in the case of landing charges the Government of India concurred in the Official Committee's opinion that an all-round rate should be adopted. The Chamber's opinion was invited as to the rate that should be fixed for Bombay, and whether for this purpose there would be any objection to the present scale, equivalent to 1½ or 1 per cent., being adopted ?

The Committee, in acknowledging the letter, thanked the Collector for the information contained in the first para.; but as regards para. 2 they were of opinion that an all-round rate of 1 to 1½ per cent. for landing charges was much too high, and they recommended ¼ per cent. as a more equitable rate for all purposes. The Collector explained that the actual landing and wharfage charges in force varied from 4 annas to one rupee per cent. and in some cases to Rs. 2-8-0 per cent.; and that therefore it seemed to him advisable to fix a rate of one rupee per 10 £ or ten annas eight pies per cent., and this he decided should be levied from the 1st August 1906. This, he remarked, was less than the present rate which approached 1 per cent.

In taking note of the above decision, the Committee informed the Collector that they understood that there was no question of revising the actual charges to be levied and that the proposal regarding rates was purely for statistical purposes. In reply the Collector further explained that the rate of landing charges was not simply for statistical purposes, but was included in the value of the article for calculation of duty. For example if the invoice value of an article was 10 £ and the rate of exchange 1*s.* 4*d.*, duty would be charged on Rs. 151 and not on Rs. 150. The extra duty involved being about 6 pies per 100 rupees. (*Appendix* W-2.)

LONDON CORN TRADE ASSOCIATION.

The following amended F. P. A. Clause, agreed between the Institute of London Underwriters on behalf of Underwriters and Companies, and the London Corn Trade Association, was notified to come into force from 1st January 1907:—

F. P. A. Clause (1907.)

"Warranted free from particular average unless the vessel "and/or craft be stranded, sunk, burnt, or in collision

" with another ship or vessel, or loss or damage to the " interest hereby assured; be reasonably supposed to " be owing to fire or contact (other than collision with " another ship or vessel) of the craft and/or vessel with " any substance (ice included) other than water. But " to pay landing, warehousing, forwarding and special " charges, if incurred, also partial loss arising from tran- " shipment. Including risks of craft, raft and/or lighters " to and from the vessels, also all liberties as per con- " tract of affreightment. Each craft, raft or lighter " to be deemed a separate insurance. Assured not to " be prejudiced by any agreement made exempting " lightermen from liability. It is also hereby specially " agreed that the presence of the negligence clause " and/or latent defect clause in the bills of lading " and/or charter party is not to prejudice this insurance.

" The seaworthiness of steamers or vessels as between the " assured and the assurers is hereby admitted."

The above information was in due course communicated to members of the Chamber interested in the matter.

CERTIFICATES OF ORIGIN FOR JAPAN.

The Board of Trade of London were in receipt through the Foreign Office of a copy of a notice issued by the Japanese Customs Authorities to the effect that, on and after the 1st October 1906, the regulations under the Customs Duties Law relating to the production of Certificates of Origin would be rigidly enforced. Attention was accordingly directed to the regulations in question, and exporters were warned that all goods which were not accompanied by the necessary certificates at the time of their clearance through the Custom House at the port of entry would be liable to the duties of

the Statutory or Maximum Tariff and not to the "Conventional" or minimum rates. The notice added that no certificate of origin which was not in order would be accepted, and no extra time would, for any reason, be granted for the presentation of such certificates.

The following are the Regulations in question:—

Article 1.—Persons wishing to enjoy the benefit of special conventions according to the proviso of the 1st paragraph of Article 1 of the Customs Duties Law shall furnish proof of the fact that the goods they are importing are the produce or manufacture of the locality to which such special conventions are applicable, but postal matter and goods, the dutiable value of which does not exceed 100 yen, are excepted.

Article 2.—The proof mentioned in the preceding Article must be furnished by means of a certificate of origin by the Imperial Japanese Consulate or Commercial Agency at the place of production, manufacture, or shipment of the goods, or where there is no such Consulate or Agency, by the Custom House, or other Government or Public Office, or by the Chamber of Commerce of the locality.

The certificate of origin mentioned in the preceding paragraphs shall contain the marks, numbers, descriptions, number of packages, weights, and measurements of the goods, and the place of production or fabrication.

Members of the Chamber were in due course advised of the above regulations. (*Appendix* W-3.)

TRADE WITH PORTUGUESE EAST AFRICA.

Certain facts concerning the difficulties and dangers that the trade of India is subjected to, on entering Portuguese

East Africa, were brought to the notice of the Chamber during the year. As there were many in the Bombay Presidency who have business connections with that part of the world, it was deemed advisable that Government should be fully made aware of the apparently unstable conditions which governed trade in the above territories.

The facts referred to were briefly as follows:— As long ago as the early part of 1904 certain banks in Bombay negotiated some bills drawn by a native trading at Ibo in Portuguese East Africa against shipments of merchandise consigned to that port. The bills were bought on a document for payment basis, that is, the documents were not to be delivered before payment was made; and on their being dishonoured the banks jointly applied through their Agents there to the Nyassa Company for delivery of the relative goods; but to their surprise were informed that they (the Company) had given up the bulk of them to the representative of the trader in question on his **personal guarantee**, without production of the Bill of Lading. It was known that the Nyassa Company practically represented the Portuguese Government in those parts controlling their Customs, and acting as wharfingers as well, and they were therefore entirely at fault in handing over goods in the above negligent manner. For the last two years or more the Banks' Agents had been in negotiation with them as to a settlement of their claim; but the Company on one pretext or another had always procrastinated, and subsequently the banks heard that they refused to come to any settlement. To show the banks' readiness to meet the Company in any reasonable way, it might be mentioned that one of the excuses put forward by the latter was that the goods were overvalued, and they made a tentative proposal of 25 per cent. of the invoice value as a basis of settlement. Although this in no way exonerated them from delivering the goods—whatever just cause they had for making the statement—the

banks knowing well the futility of having recourse to Portuguese Law, eventually agreed to even this one-sided proposal. It could not, therefore, be said that the banks met the Company in any uncompromising spirit, but they subsequently heard that the Company had, for some reason of their own, refused to entertain even this basis of settlement, thus characterising their action throughout as both arbitrary and contrary to all principles of honest trade.

The banks in question did not deny that subsequent events revealed the fact that the goods not taken delivery of by the trader referred to were overvalued, but as this individual was apparently engaged at the time in carrying out a systematic fraud, it was only reasonable to claim that he took care to possess himself of the more valuable portions of the shipments. In any case had the Nyassa Company retained possession of the goods as they should have done, the question of their liability would never have arisen, and their refusal to settle on the more than liberal basis to which the banks agreed was inexplicable.

As such conduct must necessarily have a demoralising effect on the business relations between India and Portuguese East Africa, and henceforth tend greatly to hamper and restrict legitimate trade in that direction, the Committee, in placing the above facts before Government, begged that an enquiry might be instituted into this particular instance in order to prevent a recurrence of such cases in future.

This Chamber's letter was in due course acknowledged by the Bombay Government, with the intimation that, under the orders of His Excellency the Governor in Council, the Committee's representation had been forwarded to the Government of India in the Foreign Department for such action as they might deem feasible.

STANDARD TIME.

(See *Reports* 1903, *pp.* 179, 831 ; 1904, *pp.* 165, 764 ; 1905, *pp.* 85, 351, 371, 384.)

The Clerk of the Crown in intimating to the Chamber in the early part of the year that Standard Time had been adopted by the High Court, and that it was proposed to take up special Jury cases in future at 11 a.m. (Standard Time), enquired whether, in the opinion of the Committee, the proposed time would cause any inconvenience to Special Jurors.

The Committee, in their reply, stated that since the adoption of Standard Time in Bombay, Office hours had been generally changed from 10 to 10-30 a.m., and that as 11 o'clock was the time fixed for the taking up of Special Jury cases in the past, it should now, in the opinion of the Committee, be 11-30 a.m. This, it was explained, would enable Special Jurors, who in some instances had to come from a distance, to deal with urgent work before attending the court.

THE AGRICULTURAL CONFERENCE IN BOMBAY.

In October 1905 the Chamber addressed an important representation to the Director-General of Agriculture at Poona, containing certain proposals for the cultivation and exploitation of the many valuable forest products of India, and more especially of the Bombay Presidency, a subject it was felt that had not hitherto received the serious attention it deserved.

The outcome of the above representation was the convening of a Conference by the Agricultural Department to consider the Chamber's proposals and other kindred subjects. The Conference consisted of the leading Officials of the Agricultural Department and others well-known as representatives of the public bodies and industries of the Bombay Presidency.

The meeting was held at the Bombay Secretariat on the 6th February and the two following days. A full report of the subjects discussed, and the names of those present on the occasion will be found in the appendix. The Forest and Agricultural proposals put forward by the Chamber were very favourably considered, and there is every prospect that some important results will follow the many experiments Government have arranged to carry out in the directions indicated.

In addition to the many forest products referred to in the Chamber's representation of October 1905, the two following were also submitted at the aforesaid meeting for the consideration of the Forest and Agricultural Departments, *viz* :—

(*a*) Edible chestnuts : *Castanea vulgaris*. A large, long-lived, and ornamental tree of rapid growth, which might well be tried on the high-lands of the Western Ghauts. Both the Chinese and Spanish varieties are known to thrive at elevations of from 1,000 to 2,500 feet in the lower Himalayas from where good seed could be obtained. The fresh indigenous grown nuts sell in Upper India at Re. 0-8-0 to Rs. 1-8-0 per seer of two pounds, but the supply is altogether inadequate. There is therefore a good opening along the Ghauts for large plantations of this excellent nut which is appreciated alike by both natives and Europeans in this country.

(*b*) The Chinese Tallow Tree : known in Upper India as Tar-churbie. This beautiful deciduous tree was introduced into Northern India about 1844 together with Tea and Camphor from Southern China. It produces the vegetable tallow of China which is regularly used in that country where available for cooking purposes in place of

animal fat, oils, etc. It is also made up into an emollient, and is otherwise used in medicinal preparations. A better tree could not be recommended for the purpose of reafforesting denuded hill sides where the original forests have been destroyed. It is very hardy and a fast grower, and requires little or no care, and rapidly propagates itself from suckers and fallen seed.

As space forbids a thorough recapitulation of all that took place at this important Conference, Members are referred for full details to the Report of the Proceedings published by the Agricultural Department. (*Appendix* **X-1.**)

REGISTRATION OF TRADE MARKS.

The Ceylon Importers' Association had before them the question as to whether it was desirable, in the interests of the Piece-Goods Trade, for importers to **Register any particular headings as a Trade Mark;** but before expressing an opinion on the subject they desired to know what the recognised trade custom in Bombay was with regard to such registration.

The Committee replied that there was **no registration of "headings"** as Trade Marks in Bombay; and that as regards the desirability of such registration, the Association in question was referred to the Chamber's Annual Report for 1903 (pp. 44 to 47) which contained a full exposition of the Chamber's views on the subject of registration generally.

TRADE INTRODUCTIONS.

PROCEDURE NOW ADOPTED BY THE CHAMBER.

This vexed question had long remained in an unsatisfactory condition, as the Chamber had hitherto wisely declined to cite the name of any particular firm or firms to the prejudice of others. While acceding to the general principle that a

considerable proportion of applications received by the Chamber, if encouraged, would be detrimental rather than beneficial to the interests of established houses in India, it had yet been felt that occasionally good opportunities were lost of increasing existing business, or starting altogether new industries, because such trade introductions did not always come within the knowledge of all the members of the Chamber at the psychological moment, when a consideration of them might have led to the advantage of such members as were in a position to deal with the proposition put forward.

Hitherto Trade Introductions were filed in the Office for the inspection of members who were supposed to come round and see them from time to time; but practically this did not work, as members were as a rule too busy with their own concerns to be able to go out of their way to hunt up new ventures. This system of filing the applications and ignoring the writers altogether benefited nobody, while it did in some instances result in opportunities being lost to certain members of increasing their business.

It may here be appropriately explained that it had hitherto been the practice of the Chamber, while ignoring home applications, to supply almost unreservedly all trade information asked for by any Foreign Consul. That is to say, while the possible expansion of British trade was summarily choked off, practically every facility was given to our foreign rivals to undermine and absorb our existing trade in this country.

From the above it seemed desirable that some other method of dealing with the question should be initiated. The following suggested itself as one that would meet the wishes of all concerned, namely, that copies of all applications for trade introductions received by the Chamber should be circulated for the information of every member, leaving it to those who

happened to be interested in any particular enquiry to communicate direct with the writer. This procedure obviated the quoting of names and thus removed all objections on this score.

The underquoted forms will clearly explain how the writers and the members of the Chamber are brought into touch with each other. This method of dealing with Trade Introductions has been found to work well and has proved beneficial to all concerned in the development of trade.

(To Applicants for Trade Introductions.)

Dear Sirs,

I am directed to acknowledge receipt of your letter of the and to inform you that as it is contrary to the practice of the Chamber to quote names of particular firms in such cases, my Committee regret they are unable to comply with your request in the manner desired.

Your letter has, however, been circulated for the information of all the members of the Chamber, and you will probably hear direct from those who are interested in the subject you refer to.

I am, Dear Sirs,

Yours faithfully,

Secretary.

(To Members of the Bombay Chamber of Commerce.)

Gentlemen,

I am directed to circulate the accompanying letters for your information. As it is contrary to the practice of the Chamber to cite names of particular firms, or give trade

introductions in such cases, it is left to those who may be interested in the subjects mentioned to communicate direct with the writers.

I am, Gentlemen,
Yours faithfully,

Secretary.

TRADE INTRODUCTIONS AND THE REGISTRATION OF TRADE MARKS.

Views of the Commercial Intelligence Department.

In regard to the **Registration of Trade Marks**, the *Indian Trade Journal*—the official organ of the Commerical Intelligence Department—explained that no such system existed in India, the usages of its widely-scattered markets having grown up at a time when communications between them were very imperfect. Consequently the remedy for infringement of a right was found in what were known as "passing off" actions. These cases in the main reposed upon questions of fact as to prior user in a particular market, and upon a particular class of goods; and one of the commonest defences to such an action was a plea of ignorance. In order to afford proprietors of Trade Marks known in the Indian markets a means of publicly asserting their claim to exclusive user, the Commercial Intelligence Department intended that notices of such claim—illustrated by a copy of the mark concerned—might in future be given in the journal.

The existence of a demand for what are known as **Trade Introductions** was, the journal explained, indicated by the number of cases in which merchants abroad apply for the names of firms engaged in particular lines of business. A Government Department must, however, decline to nominate

one firm to the prejudice of another; and for these reasons the journal would contain notifications of such enquiries as had been received from abroad, and a list of such firms in India as desired to get into touch with correspondents in other countries and who possessed such rank as was marked by membership of one of the recognised Chambers of Commerce. Seeing that the purpose of this list was not advertisement but merely the assistance of merchants abroad who desired to select a firm specially interested in a particular class of goods, it would show only the name and address of each firm, its bankers or other reference, its agents abroad, the Chamber of Commerce or Association, of which it was a member, and those lines of business which it was specially prepared to extend.

With regard to the **Registration of Trade Marks**, the Committee of this Chamber were of opinion that the giving of notices in the journal of claims to certain Trade Marks would not serve any practical purpose, while it might lead to mischievous consequences. A very large proportion of well-known tickets—probably 70 per cent.—were in the hands of recognised firms, who could prove their undoubted right to them, and would almost certainly not go to the trouble and expenses of registering them in the journal.

In addressing the Director-General of Commerical Intelligence on the subject, the Committee explained that this method of claiming priority would, it was believed, probably only be made use of by firms who might desire to establish their claim to an imitation of well-known tickets, whose owners would then be driven to the trouble of defending their rights to them. Further, it was not shown what remedy would be available in a dispute regarding the real ownership of a ticket; and it was therefore felt to be a mistake to attempt the establishment of a register of marks which could not be made thoroughly effective. Hitherto, the Committee

added, there had been no registration of Trade Marks or tickets in India, and priority of use had only to be established to enable the user to prove his right, and no insurmountable difficulty had been experienced in following this practice.

The Committee expressed their regret that they had not been consulted prior to the publication of so far-reaching a scheme, which in their opinion would, under present considerations, be more detrimental than beneficial to the interests of the Mercantile Community. On a former occasion (see pp. 44, 322 of Report for 1903), when the Chamber was consulted by Government relative to a proposal to establish a formal registration of Trade Marks in India, the Committee expressed the opinion that the present provisions of the law for the protection of Trade Marks in India were adequate, and that no registration on the rigid lines adopted in the United Kingdom, where registration of a new trade mark for piece-goods was most difficult, would be practicable.

A reply was in due course received from the Director-General of Commercial Intelligence to the effect that pending reconsideration of the question by the Government of India, no further steps would be taken for putting the proposed arrangement in force. In a subsequent communication addressed to the Chamber, the Government of India intimated that the proposal to allow the owners of trade marks to publish their claims in the *Indian Trade Journal* had been altogether abandoned.

Trade Introductions.

In regard to the proposal to introduce a system of **Trade Introductions** through the medium of the journal in question, the Committee, in a further representation to the Director-General, stated that the Bombay Chamber was frequently asked for trade introductions which they consistently refused, and their experience had been that the applicants

were generally unimportant and, in a large number of cases, small foreign firms who simply wished to undermine the business of well-known and established European Houses. The Committee submitted that the encouragement of such firms would merely result in artificial and spasmodic competition and do no good to Indian trade; that well-known firms either in India or abroad found no difficulty in obtaining business introductions through their bankers or correspondents; and the Committee felt that advertisements in the *Indian Trade Journal* such as proposed would serve no good purpose. In these circumstances the Committee expressed the hope that the Director-General would be able to see his way to coincide with their views and not proceed further with the said proposal.

The Chamber's representation received the careful consideration of the Government of India, but in their reply it was stated that they were not convinced that the proposal which was fully weighed before it was put forward should be withdrawn. It was considered that the new Department of Commercial Intelligence might reasonably be expected to furnish some system of trade references; if this be admitted, the Government of India were of opinion that the method which it was proposed to adopt was open to less objection than any other which could be followed. Under the proposal the names of foreign enquirers and of Indian merchants who were prepared to respond to such enquiries would be published; but the latter would not be recommended or guaranteed in any way by Government, although the fact that only the names of such merchants as were members of a recognised Chamber of Commerce or Association would be published would afford some evidence of their trustworthiness. The only alternative procedures which had been suggested were (1) that the Director-General of Commercial Intelligence should reply direct to enquirers giving such information

as he might happen to have, which would be open to some obvious objections, or (2) that he should forward the enquiries to the Chambers of Commerce or other Commercial Associations who would then, if so disposed, make the introductions. The Government of India, however, understood that the Chambers would not be prepared to undertake this duty. It was explained that the Commercial Intelligence Branch of the Board of Trade supplied to British traders "list of firms abroad engaged in particular lines of business in different localities." The procedure which it was proposed to follow in the *Indian Trade Journal* went but one step further and would supply lists of firms at both ends of a possible business connection instead of at one end only. Direct connections between Indian merchants and traders outside India would, it was thought, be established only in such cases as were of advantage to the individuals concerned, and the Government of India did not see why this procedure should not be beneficial to Indian trade in general. *(Appendix X-2.)*

ESTABLISHMENT OF CHAMBERS OF COMMERCE IN INDIA.

The Punjab Chamber of Commerce, with its headquarters at Delhi, was established in January 1906. About the same time the Chittagong Chamber of Commerce came into existence, the object in both cases being to promote and protect the general mercantile interests of the respective provinces.

The Committee were pleased to hear of the establishment of both these institutions, and in due course conveyed their good wishes for their future success and prosperity, and the assurance of their co-operation in all matters of general commercial interest.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Sixth Congress of Chamber of Commerce, of the Empire, convened by the London Chamber of Commerce (Incorporated), was held in the Hall of the Worshipful Company of Grocers, Prince's Street, London, E.C., on the 10th, 11th, and 12th July 1906.

The proceedings were opened by the Honorary President, the Right Honourable the Earl of Elgin and Kincardine, K.C., G.C.S.I. (H. M's. Secretary of State for the Colonies), the chair being subsequently taken by the President, Mr. Thomas F. Blackwell, D.L., J.P. (President of the London Chamber of Commerce).

The Bombay Chamber of Commerce was represented at the Congress by Mr. C. H. Armstrong (of Messrs. Lyon & Co. (Bombay), Ltd.) who was Chairman of the Chamber in the preceding year.

In the course of the discussion on the question of "**Commercial relations between the Mother Country, her Colonies and Dependencies,**" Mr. Armstrong made the following remarks in reference to the question of Imperial Preferential Trade :—

He said that, in the fiscal controversy, the position of India did not appear to him and to the Chamber he represented to have been properly considered, and perhaps it was not really understood by some of those who advocated preferential trade within the Empire. At the Montreal Conference in 1903, India was only occasionally mentioned, and so far as he could see from the printed report of the proceedings, the interests of England's greatest dependency were very lightly treated. Surprise had often been expressed in India that the interests of a country with 300 million inhabitants should be so lightly treated by those who desired preferential

treatment in the markets of the United Kingdom. (Hear, hear.) They, in India, did not underrate the great value of the Colonies to British trade, but they claimed that India was one of the most important factors, if not the most important factor, in the situation; and they asked their friends from the Colonies to give the matter their consideration, and, if the controversy was to be carried further, to bring the interests of India prominently into the discussion, for they were far-reaching and of the very greatest importance. As yet India had said but little on the matter, but the Government of India and the various Chambers of Commerce had closely followed up the controversy, and if the question now under discussion ever took definite shape, he could assure them that India would claim a strong voice in the matter, in some proportion, no doubt, to her very large export and import trade with the United Kingdom, and to her very extensive and extremely important export trade with foreign countries. (Hear, hear.) Many of the delegates would, no doubt, have read a very able pamphlet on Preferential Tariffs in their relation to India, which was published by the Government of India in 1904. After discussing the question very fully from every point of view, the conclusion arrived at was that, regarded exclusively from an economic standpoint, India had something—but not, perhaps, very much—to offer to the Empire, that she had very little to gain in return, and that she had a great deal to lose, or to risk. The views put forward in that little pamphlet by the Government of India had, he thought he was quite justified in saying, been generally accepted by the commercial and trading communities in India, and the position had been so very clearly stated that a very few extracts would suffice to show the view of the Government in the matter. After pointing out that India could not expect very material advantages in the Imperial market by any measure which appeared to be

within the range of discussion, and after showing that, as regarded her exports for foreign industries, India had an effective monopoly of only a few articles, the report went on to say:—"We cannot feel confident that the conditions and requirements of foreign industries have yet been ascertained with the precision and fulness necessary to make them a sufficiently broad and stable basis on which to rest a fiscal policy of very problematic value to India, whilst the consequences of failure might result in irreparable disaster." India, as was well known, was a debtor country, and it was necessary therefore to stimulate exports by every possible means; and on this point the Government of India remarked: "If then, notwithstanding the safeguards which we possess, we should unhappily be drawn into tariff wars with powerful countries, it cannot be doubted that, whichever way the ultimate victory might incline, our export trade would, for the time being, be injuriously affected. Such a result would be fraught with the gravest consequences." And further on in the same paragraph the Government of India said: "We cannot sufficiently impress this danger on your attention. Even if the chances of success were greater than one conceives them to be, we hold that the certain cost of the struggle, and the severe penalties of defeat would be too heavy a price to pay." The conclusions arrived at were: (1) That without any such system India already enjoyed a large, probably an exceptionally large, measure of the advantages of the free exchange of imports and exports; (2) that if the matter was regarded exclusively from an economic standpoint, India had something, but not perhaps very much, to offer to the Empire; that she had very little to gain in return; and that she had a great deal to lose or to risk; and (3) that in a financial aspect the danger to India of reprisals by foreign nations, even if eventually unsuccessful, was so serious, and their results would be so disastrous, that India would not be justified in embark-

ing on any new policy of that kind unless assured of benefits greater and more certain than any which had so far presented themselves to their minds. And in the final paragraph of the report, the Government of India said: "We would avoid all tariff wars, and we recognize that it would be a calamity should we become involved in such struggles with the important purchasers of our exported produce." As he was coming home from India, he read in a leading London daily an account of a meeting which was held in London on May 11, of the Association of Trade Protection Societies, at which a Mr. A. Mosely was reported to have said that Canada was the most important part of the Empire and offered the greatest field in the future for the manufacturers of Great Britain. He (Mr. Armstrong) must confess he was a little surprised at reading that, because Canada was a protected country, and, so far as one could see, had no intention of admitting goods from Great Britain free of duty. (Hear, hear.) India, on the other hand, was practically duty free, and was a very large consumer of British goods. Surely, India was the most important part of the British Empire? (Hear, hear.) And so far as a market in the future was concerned, she offered, on a practically free basis, an almost unlimited market for British goods. As he had said, India had a population of 300 millions. Her trade both in exports and imports with the United Kingdom was larger than that of any other part of the Empire within measureable distance, in fact, than that of all the self-governing Colonies put together. Her export trade with foreign countries was very extensive and important; it was increasing and must increase. These exports far and away exceeded her imports from foreign countries, and many very important articles were admitted into foreign countries free of duty, and others practically free. India's imports of manufactured goods were mainly from Great Britain, only quite a small quantity coming in from foreign countries.

Certain things which she did import in large quantities from foreign countries were practical necessities which the British Empire either did not produce or produced under unfavourable circumstances. Under the tariff in India some few goods were admitted free; one or two important articles were charged one per cent.; cotton piece-goods were charged 3½ per cent., and the general tariff on general merchandise was 5 per cent., which was for revenue purposes only, and was in no sense protective, and he thought he was quite justified when he said that India desired above all things to avoid tariff wars—(hear, hear,)—which would undoubtedly seriously dislocate her trade, and which from the commercial point of view were at all times an unmitigated nuisance. (Hear, hear.) If the question should come up for further discussion the position of India in the markets of the United Kingdom would surely have to be considered. For instance, taking the question of wheat, how was that to be treated? Canada charged 15 per cent. to 25 per cent. duty on manufactures from Great Britain, and asked a preference in the markets of the United Kingdom on her wheat. India was practically duty free as regarded her imports from the United Kingdom, and if there was to be any arrangement, surely India must have a very much better position in the markets of the United Kingdom than Canada. He saw it was suggested at the Conference in Montreal that India might be compensated by a small reduction in the tea duty; but how that would compensate 200 millions of people who lived far away from the tea-producing districts, and who, so far as agriculture was concerned, were employed largely in producing cotton, wheat, oil seeds, and other produce for the United Kingdom and other countries, he really failed to see; but, perhaps, the suggestion put forward in Montreal was not seriously intended as a solution of India's position in the matter. With regard to the resolution before them, he

regretted he was unable to support it, as, with the well-considered opinion of the Government of India before him, and knowing as he did the views of leading merchants and of many others in Western India, he was unable to vote for a proposal which urged that the question should be discussed from a preferential standpoint. To develop trade on sound lines within the Empire was, of course, most desirable, and he was quite sure that India would be extremely pleased to take part in any such discussion. Incidentally, he might say that if in England, in his humble opinion, there was a Minister of Cabinet rank equivalent to the Minister of Commerce and Industry in India, a department which was started two or three years ago, and which had done most excellent work, it would be a very good thing indeed for the trade and commerce of the Empire. (Hear, hear.) With regard to the Colonial Conference, which was to assemble next year, he understood that Great Britain had no fiscal proposal to put forward, and he thought that was perfectly right, because, if ever the question did take definite shape, the whole Empire must be represented at any meeting which was held for its discussion. It was a question which affected every part of the Empire in a greater or less degree, and it should be discussed, in his opinion, at a conference of the Empire and not at a Colonial conference only. (Cheers.)

TONNAGE SCALE.

Oil Cake.

(See *Report* 1905, *p.* 112.)

The above article was tested for tonnage in the latter part of 1905, when the following scale was finally submitted by the Committee and confirmed at a General Meeting of the members of the Chamber held on the 7th December 1905, namely :—

(1) That all machine-pressed flat Oil Cake, except Cocoanut, be taken at 17 cwt. to the Steamer Ton.

(2) That machine-pressed flat Cocoanut of all shapes be taken at 15 cwt. to the Steamer Ton.

(3) That hand or bullock-pressed Oil Cake of all kind be taken at 12 cwt. to the Steamer Ton.

It was subsequently brought to the notice of the Chamber that the above scale was not suitable for **Oil Cake** of the description shipped in broken pieces. The Committee consequently issued a circular to members to the effect that items (1) and (2) must read as referring only to whole and unbroken cakes; and that in instances where Flat Machine-pressed Oil Cake was tendered for shipment in a broken condition, it was left to the shipper and Shipping Company to come to a mutual arrangement as to the scale at which it should be carried. The above suggestion, however, did not meet with the approval of certain of the members who represented, that it was almost impossible for an article such as Oil Cake, which in many cases came from long distances up-country, to be shipped in a wholly unbroken condition. The Committee therefore issued another circular to members explaining that items (1) and (2) of the scale must be read as referring only to cakes without more breakage than is caused through usual wear and tear during transit to port of shipment; and that in instances where Flat Machine-pressed Oil Cake is submitted for shipment in broken pieces, it was left to the shipper and Shipping Company to come to a mutual arrangement as to tonnage.

REGISTRATION OF MARINE SURVEYORS.

(See *Reports* 1904, *pp.* 91, 478; 1905, *pp.* 21, 194.)

The Committee have been in further correspondence with the Bombay Underwriters' Association on the subject of the **Registration of Marine Surveyors.** The Institute of London Underwriters, in addressing the Association in question, stated that some of their members had expressed their

willingness, in a general way, to refer to the Bombay Chamber of Commerce differences that might arise between them and their assured on the **Question of Allowances by Registered Surveyors,** provided that in all cases where the point involved whether **Sea Water or Sweat** was the cause of damage, the question should be submitted to the Government Analyst by the Chamber before giving their award.

The matter was duly considered by the Committee, but they felt that, under existing circumstances, they would not be prepared to take the initiative. They accordingly addressed the Underwriters' Association with the view of ascertaining what action that body proposed to take to bring about the adoption of the proposals put forward in the Chamber's letter of 2nd June 1904 (*see* Report for that year, pp. 91, 478), more particularly in regard to the points mentioned in para. 7 of that communication.

The Association in their reply referred to the specific proposals contained in the Chamber's letter abovementioned, namely:—

1st—That only Surveyors who are on the Register of the Chamber of Commerce should be employed.

2nd—That there should be a right of appeal to the Chamber.

3rd—That certain fees should be payable regarding appeals.

The Association stated that they were in favour of the first proposal, and believed that the Institute of London Underwriters and other similar bodies would also support it, but it seemed to them that the initiative and the introduction of the register referred to should be undertaken by the Chamber.

On reconsideration of the matter, the Committee replied that they were prepared to open a register for Marine Surveyors, but that this could not well be done until the Institute

of London Underwriters definitely stipulated that only Marine Surveyors registered with the Chamber would be officially recognised in future. It was considered necessary that this condition should be accepted, both by the Underwriters' Association and the London Institute.

The reply from the London Institute has not yet been received. (*Appendix* X-3.)

RAMIE OR RHEA FIBRE CULTIVATION.

At the instance of a member, the Committee, in August 1906, enquired of the Director of Land Records and Agriculture, Poona, whether the Agricultural Department had been or were prosecuting any experiments with regard to the cultivation of the **Bohemeria Nivea** at any of their experimental farms as there appeared to be a probability of a **process** being perfected **for the successful treatment of the Ramie or Rhea Fibre,** and if this long-desired result was attained there might be great commercial prospects for this fibre. In reply the Committee were informed by the Director of Agriculture, Poona, that experiments in the cultivation of the plant had been conducted on the Poona Farm, the results of which were summarised in the Annual Reports of Farms of the Bombay Presidency, 1897-1902, but the experiment was given up in 1902, for the following reasons: (1) the crop would not survive throughout the year without irrigation ; (2) the cost of preparing the ribbons was heavy; (3) it took two years to establish a plantation of rhea, and, having undergone this expense, experience proved that in the Deccan the plants rapidly degenerated and there was no hope of introducing it as a commercial crop. He further mentioned that Mr. Mollison, Inspector-General of Agriculture in India, having stated that the cultivation of the plant would be attended with better success in Belgaum and Dhar-

war than in the Deccan, arrangements had been made to make experimental cultivation on the Dharwar Farm. Experiments would also be made on the Botanical Garden and Experimental Farm recently opened at Bassein in the Thana District. (*Appendix* X-4.)

LANDING AND LEAVING OF DECREPIT BEGGARS AT PORTS IN THE STRAITS SETTLEMENTS.

Under cover of a letter dated 6th June 1906, the Bombay Government forwarded to the Chamber a copy of an Act published by the Government of the Straits Settlements for the purpose of preventing the landing and leaving of decrepit beggars in the Settlements of Prince of Wales' Island, Singapore and Malacca. The above information was duly circulated to the shipping members of the Chamber for information.

INSECT PESTS.

The attention of the Chamber had been drawn to the danger of the introduction into India of insect pests, more particularly through the importation of plants from foreign countries. This danger was ever present, and owing to increased communication and trade with various other portions of the world and the more rapid transport of merchandise, the danger had now become extremely serious. It was reasonable to suppose that if some forms of virulent insect pests obtained a footing here, and were allowed to propagate unchecked, the damage done to the staple crops of this country would be incalculable.

The Committee were aware that Government had already recognised this danger in connection with the importation of cotton seed, and had in consequence rightly ordered the

fumigation of all such seed at the port of entry. They, however, felt that this precaution only affected one source of infection, and that a still greater danger lurked in the unrestricted importation of a vast variety of foreign plants into India. They pointed out that this Presidency was most concerned in the matter, as the greater part of the said importations were made through Bombay. In Europe and America it was stated that very stringent precautions were always taken, and that in Australia plants were thoroughly fumigated on both leaving and arriving in the country.

Considering the great importance of the question, the Committee strongly urged that similar precautions should be taken in India, and more particularly in Bombay. It was believed that no special legislation would be needed, as the addition of an extra clause to the Customs Act Notifications would amply meet the requirements of the situation. In the circumstances they trusted that the subject would meet with the serious consideration it deserved, and that the Government would at an early date adopt adequate measures for the protection of the staple agricultural products of this country.

PUBLIC HOLIDAYS FOR 1907.

Arrangements were made by Government (Financial Department) under letter No. 4035-C, dated the 25th October 1906, for the convening of the usual Committee for the purpose of advising on what particular days in 1907 the holidays fixed in Government Resolution, General Department, No. 7182, dated 23rd December 1902, should be observed.

In connection with this subject the Committee were favoured by the Madras Chamber with a copy of a letter addressed to the Government of India, advocating the gazetting as public holidays of the 24th May (Empire Day) and the 9th November (King's Birthday).

Referring to the above letter, the Committee also addressed Government, representing that while they were in sympathy with the Madras Chamber as regards the idea of **Empire Day**, they did not, for special mercantile reasons connected with Bombay, see their way to advocating such a holiday on the 24th May. But with reference to the **King-Emperor's Birthday** they were completely in accord with the views of the Madras Chamber, and therefore strongly supported the suggestion that the 9th November was the proper and most suitable day for the celebration of His Majesty's Birthday throughout India.

The Committee further suggested that **Whit-Monday** should also be considered a public holiday in India, as it was already observed both in the United Kingdom and the Colonies. As no commercial telegrams could be sent from here on that day, owing to the markets being closed, there did not seem to be any valid reason why this particular day should not be included in the List of Holidays annually published by Government.

The Committee on Public Holidays met in the rooms of the Chamber on 30th November 1906, and, after fixing the usual holidays for 1907, made the following recommendations to Government, *viz.*: (*a*) the omission of Mohurum, as it would fall on Sunday in 1907; (*b*) three days for Divali instead of two, as the Committee thought it advisable to revert to the former custom; (*c*) the omission of Khordadsal, as the Committee did not think it a sufficiently important day, especially as it would fall so close to the Parsee New Year Holidays; (*d*) the inclusion of Whit-Monday. This holiday was strongly recommended by a majority of the Committee as it was a non-business day throughout the world; (*e*) as regards the King-Emperor's Birthday the Committee unanimously recommended that it should be observed on the 9th November, the real day, and not on the 26th June.

In acknowledging the receipt of the Chamber's letter and the Committee's report, the local Government forwarded a copy of a Notification issued by the Financial Department giving the Public Holidays recognised by Government under the Negotiable Instruments' Act, 1881. The letter stated that as the Government of India had directed that only two days should be notified for Divali, the third day proposed by the Committee could not be allowed; that in the absence of further orders from the Government of India a holiday could not be granted for Whit-Monday, and that the date for the celebration of the Birthday of His Majesty the King-Emperor should be the 26th June.

It will be noticed from the above that though Government had accepted the recommendation of the Committee regarding the days proposed to be omitted, they had not put in the alternative holidays suggested by the Committee, with the result that there would only be 22 holidays in 1907 instead of 24 as in previous years. In placing these facts before the Bombay Government the Committee reiterated their previous suggestions regarding the observance of Whit-Monday as a holiday and the celebration of His Majesty the King-Emperor's Birthday on the proper day, *viz.*, 9th November, and requested that their suggestion be placed before the Government of India in order that orders might be issued in the matter.

Under date 28th January 1907 the Bombay Government informed the Chamber that the Committee's representation had been brought to the notice of the Government of India and that the matter was under consideration. (*Appendix* Y.)

WHEAT.

The undermentioned notes were made from statistics published by the Commercial Intelligence Department:—

The Indian wheat crop of 1905-06 has on the whole been a good one. For, though the total area fell short of that of

1904-05 by nearly 8 per cent., the outturn exceeded that of the said year by 13 per cent. Bombay, Rajputana and Mysore showed the largest decline in acreage. However, the total estimated outturn of 8,560,000 tons fell short of only one recorded year, namely, that of 1903-04, when 9,641,000 tons were produced.

Punjab.—The total outturn was estimated at 3,510,300 tons, as compared with 2,855,300 tons in the previous year, showing an increase of 23 per cent. The grain was of excellent quality and the harvest may be classed as a bumper one.

The area sown up to the end of November 1906 showed that the coming crop would be considerably in excess of that of the previous year. All conditions are favourable and a good crop may be expected.

North-West Frontier Province.—The total yield for 1905-06 was reported as 279,700 tons as against 267,600 tons the year before, representing an increase of 4½ per cent.

The total area sown up to the end of November 1906 (new crop) was estimated as 1,018,900 acres as compared with 738,700 acres reported at the same date the previous year. Further sowings continued and the condition of the crop was generally promising.

United Provinces.—The total area sown was reported to be 6,367,500 acres as compared with 7,706,500 acres the year before, a decrease of 17 per cent. owing to drought at sowing time. The deficiency of rain was, however, made good by early and extensive irrigation, resulting in a heavy yield and an exceptionally good quality of grain. The total outturn was estimated at 2,428,700 tons as compared with 1,897,000 the year before, showing an increase of 28 per cent.

The conditions of the coming crop are favourable. The total area under cultivation is roughly estimated at 6,865,000

acres compared with 6,337,000 acres in 1905-06 crop, giving an increase of 8 per cent.

Bengal.—Reports show 1,259,000 acres as compared with 1,324,900 acres in the last year.

The total yield amounted to 400,000 tons as compared with 433,200 tons the year previous, showing a decrease of 8 per cent.

Eastern Bengal.—Shows 159,800 acres as compared with 180,700 acres for last year, a decrease of 11·5 per cent. The yield was estimated at 50,000 tons as compared with 62,000 tons before.

Central Provinces and Berar.—The total area is represented at 3,446,500 acres (3,022,200 in the Central Provinces and 424,300 in Berar) as compared with 3,497,100 acres (3,068,500 in the Central Provinces and 428,600 in Berar) for last year.

The total yield was estimated at 827,800 tons (767,450 in the Central Provinces and 60,350 in Berar) as compared with 831,900 tons (751,900 in the Central Provinces and 80,000 in Berar) for the previous year.

The area sown for the coming crop is estimated to exceed last year's area by 5·8 per cent.

Bombay and Sind.—The British Districts of Bombay showed an area of 928,000 acres as compared with 1,749,000 acres last year, a decrease of 47 per cent. The Native States returned an area of 381,100 acres as compared with 511,900 acres last year, a decrease of 25 per cent.

The yield in British Districts was estimated at 118,200 tons compared with 201,800 tons last year, a decrease of 41 per cent. The estimate for Native States was 152,500 tons as against 154,800 last year.

The coming crop in both Bombay Districts and Native States covers an area of 1,860,000 acres as compared with 1,512,000 acres last year. The crop is reported to be in good condition except in the eastern parts of Deccan and Karnatak, where it has suffered somewhat from drought.

Hyderabad.—Reported 934,500 acres as compared with 1,126,600 acres last year, a decrease of 17 per cent.

As the crop was almost a complete failure from want of rain, the total yield was estimated as 40,400 tons as compared with 89,700, tons the previous year, showing a decrease of 55 per cent.

Rajputana and Central India.—Rajputana reported 683,100 acres and 141,500 tons as compared with 1,023,800 acres and 189,000 tons last year, or a decrease of 33 per cent. in area and 25 per cent. in yield. Central India reported 1,850,500 acres and 418,000 tons as compared with 2,227,400 acres and 473,200 tons last year, showing a decrease of 17 per cent. in area and 12 per cent. in yield.

Mysore.—Mysore reported an area of 2,400 acres and a yield of 140 tons, compared with 5,300 acres and 440 tons last year.

The following figures show the total acreage and outturn of wheat in each official year from 1884-85 to 1905-06 :—

Year.	Acres.	Outturn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105

Year.	Acres.	Outturn in tons.
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06*	26,226,200	8,560,340

* *Note.*—The figures for 1905-06 are subject to revision.

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 25 years are shown below:—

(1881-82 to 1905-06.)

Worst Years			Best Years.		
Year.	Tons.	Rs.	Year.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,735	1881-82 ...	995,050	8,62,00,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	709,688	6,08,88,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,112
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	500,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,856
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900...	485,204	3,90,94,963	1890-91 ...	716,024	6,04,24,260
1900-01 ...	2,501	3,00,832	1891-92 ...	1,515,335	14,38,20,022
1901-02 ...	366,090	3,25,59,804	1892-93 ...	748,672	7,44,03,835
1902-03 ...	514,607	4,51,53,570	1898-99 ...	976,024	9,71,96,877
			1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996

Share of each Province of Area and Yield for 1904-05 and 1905-06.

Provinces.	Area.			Yield.			Increase or Decrease in last and current year (1904-05 and 1905-06).			
	Average of previous 5 years.	Of last year's crop, 904-05.	Of current year's crop, 1905-06.	Average of previous 5 years.	Of last year's crop 1904-05.	Of current year's crop 1905-06 (Estimated).	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,614,533	2,260,900	1,309,900	333,960	356,600	270,700	— 951,000	42·06	— 85,900	24·08
Central Provinces...	2,303,003	3,068,500	3,022,200	526,346	751,900	767,450	— 46,300	1·5	+ 15,550	2·06
Berar	242,233	428,600	424,300	33,875	80,000	60,350	— 4,300	1·00	— 19,650	24·56
Rajputana ...	711,907	1,023,800	683,000	168,368	189,000	141,500	— 340,800	33·28	— 47,500	25·13
Central India ...	1,306,953	2,227,400	1,850,500	301,623	473,200	418,000	— 376,900	16·92	— 55,300	11·66
Sind	459,303	522,700	616,300	115,712	126,100	193,100	+ 93,600	17·90	+ 67,000	53·13
Hyderabad ...	665,485	1,126,600	934,500	41,386	89,700	40,400	— 192,100	17·05	— 49,300	54·96
Total of Provinces supplying Bombay	7,303,417	10,658,500	8,840,700	1,521,270	2,066,500	1,891,500	—1,817,800	17·05	—175,000	8·46
Punjab, (including N.-W. Frontier Provinces) ...	7,946,872	8,594,300	9,596,700	2,539,192	3,122,900	3,790,000	+1,002,400	11·66	+ 667,100	21·36
United Provinces of Agra and Oudh...	6,830,659	7,706,500	6,367,600	2,679,822	1,897,000	2,428,700	—1,338,900	17·37	+ 531,700	28·02
Bengal and Eastern Bengal	1,476,580	1,505,600	1,418,800	490,100	495,200	450,000	— 86,800	5·76	— 45,200	9·12
Mysore ...	8,974	5,300	2,400	373	440	140	— 2,900	54·71	— 300	68·18
GRAND TOTAL...	23,561,502	28,470,200	26,226,200	7,230,757	7,582,040	8,560,340	—2,244,000	7·88	+ 978,300	12·90

The yield per acre is shown in the following Statement :—

Provinces.	Acreage of previous 5 years.	Year* 1904-05.	Year 1905-06.
Bombay Proper	·206	·157	·206
Provinces supplying Bombay ...	·208	·193	·213
All India	·306	·266	·326

* Rectified.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last five years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	0·9	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	11·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·30	12·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
April „	14·72	12·54	12·94	8·95

The table below shows the Exports of Wheat from India to Europe in thousands of tons :—

From	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	Average, 1895-1904
Bombay ...	24	210	265	139	1[illegible]	2	...	143	289	...	104
Karachi ...	657	925	1,223	776	468	258	...	324	442	49	395
Calcutta ...	6	166	434	189	36	1	...	128	165	...	101
Total...	687	1,301	1,922	1104	514	261	...	595	896	49	600

IMPORTS.

The Imports of Wheat into India by sea from Foreign Countries during the official year 1905-06 amounted to 22,730 tons.

IMPORTS OF COAL INTO BOMBAY BY SEA AND RAIL.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1900 to 1906, is printed for the information of members :—

From	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe by sea	58,631	82,434	178,500	168,780	149,243	121,274	173,608
Australia „ „	..	1,390	5,141	15,943	18,347	6,359	13,961
Japan „ „	23,936	56,565	7,421	11,022	24,834	28,302	3,367
Other Ports by sea	..	..	..	..	..	..	645
Calcutta „ „	591,997	741,474	466,973	660,654	493,484	772,548	805,416
Total by Sea	674,564	881,863	653,035	856,399	785,908	928,483	996,997
„ „ Rail	74,426	33,015	22,984	6,560	2,151	22,211	* ..
Grand Total ..	748,990	914,878	676,019	862,959	788,059	950,694	* ..

* Imports by rail for the year 1906 are not available, as Government have discontinued publishing Quarterly Rail-borne Trade Returns.

COTTON.

Receipts.—The total quantity of cotton that arrived into Bombay during the year ending June 30th, 1906, was 26,63,000 bales, or about 2 per cent. more than was received in the previous twelve months. The figures for the calendar year are given for purpose of comparison and show a decrease of 12 per cent., the actual figures being 24,98,000 bales against 28,40,000 bales in 1905. The **Receipts of Oomra Descriptions** were the largest so far recorded in one season—16,40,000 bales having been received up to June 30th or about 1,40,000 bales more than in the previous season and 7,00,000 bales in excess of the average of the previous ten years.

Receipts of Cotton into Bombay of each growth.
(000's omitted.)

Growths.	Seasons ending 30th June				Average 1884-85 to 1903-04.	Years ending 31st Dec.				Average 1895 to 1904.
	1905-06.	1904-05.	1903-04.	1902-03.		1906.	1905.	1904.	1903.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	445	297	364	465	324	406	403	293	528	329
Central India	156	141				147	152			
Barsee and Nugger ..	163	127	133	148	120	156	149	136	166	121
Berar	509	556	640	813	510	458	617	734	792	531
Central Provinces ..	367	383				334	375			
Total Oomras..	1,640	1,502	1,137	1,426	954	1,502	1,697	1,143	1,486	977
Dholleras	195	109	317	196	243	209	104	322	210	243
Broach	211	206	209	181	138	213	208	209	182	139
Compta and Dharwar.	126	165	187	110	127	97	144	200	139	127
Westerns	31	32	26	26	25	31	26	32	25	25
Bengal. N.-W. Provinces.	330	356	217	462	324	312	409	295	395	339
Bengal. Rajputana...	63	88				47	104			
Sind	35	92	53	50	38	27	75	57	69	40
Persian	2	3	2	4	6	3	3	2	2	6
Other sorts	30	66	3	9	14	26	70	14	5	14
Total..	2,663	2,609	2,151	2,454	1,869	2,498	2,840	2,274	2,513	1,910

Broach descriptions were slightly in excess of last year, 2,11,000 bales having arrived against 2,06,000 bales.

Bengal descriptions, though larger than at one time seemed probable, were short of last year's returns by about 50,000 bales, but well above the average.

Sind descriptions, owing to the very unfavourable weather conditions that existed when the plants were young, show a marked falling off and were the smallest for many years, only 35,000 bales having been received against 92,000 bales in the previous year.

Other sorts showed a decrease of about 50 per cent., due no doubt to the imports of Americans being very much smaller (about 16,000 bales against 52,000) and to very few "Surats" having been re-imported into Bombay.

For the purpose of comparison the arrivals of each growth during the season ending June 30th and the previous seasons are given in the annexed form, and the figures for the four calendar years and the average of the decades are also included.

These figures show that the increase has been 42·48 per cent. as compared with the average of the previous 10 seasons, while for the calendar year the increase has been 30·75 per cent.

Exports.

The chief features of the export returns are the increase in the shipments to Europe, and the falling off in the quantity despatched to the further East as compared with the previous season.

The higher prices ruling for Americans during the season, as compared to the low prices current in the previous year, doubtless caused continental spinners to pay more attention to Surats and thus increase the shipments, while the very heavy shipments to Japan in the previous year resulted in large accumulation of unsold stocks at Kobe, from which early in the year the Japanese spinners were able to draw their supplies, probably at a cheaper rate than they could buy at for shipment from Bombay. The total exports to Europe were 10,17,000 bales or an increase of no less than 164·84 per cent. for the year ending June 30th, but for the calendar year the increase was only 48·42 per cent. China and Japan took 4,45,000 bales or a decrease of 30 per cent. up to June 30th, and 22·75 per cent. for the calendar year. Calcutta and Coast

Ports received 32,000 bales or a little above the average of the previous ten years. The exports to Great Britain were 53,000 bales or only 3½ per cent. of the total shipments.

The total exports to all ports for the season were 14,94,000 bales or nearly 5,00,000 bales in excess of the previous one; while during the calendar year 14,98,000 bales went forward or an increase of 14·53 per cent. on 1905.

Compared with the average of the previous ten years the total shipments from Bombay to all ports show an excess of 43·90 per cent.

Exports of Cotton and Mill Consumption.
(000's omitted.)

To—	Years ending 30th June				Average 1894-95 to 1903-04.	Years ending 31st Dec.				Average 1895 to 1904.
	1905-06.	1904-05.	1903-04.	1902-03.		1906.	1905.	1904.	1903.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain	53	20	95	75	40	53	26	94	75	40
Continent	964	364	941	846	575	937	641	832	883	575
Total Europe ..	1,017	384	1,036	921	615	990	667	926	958	615
China and Japan ..	445	686	405	337	384	466	602	321	555	401
Calcutta and Coast Ports	32	28	18	12	27	43	39	15	14	25
Total Eastwards..	477	664	423	349	411	508	641	336	569	426
Total Exports	1,494	1,048	1,459	1,270	1,026	1,498	1,708	1,262	1,527	1,041
Mill Consumption ..	1,141	1,072	973	986	852	*1,141	*1,072	*973	*986	*852
Grand Total ..	2,635	2,120	2,432	2,256	1,878	2,639	2,780	2,235	2,513	1,892

* Years ending 30th June.

The following return shows how the receipts into Bombay were distributed. Compared with last year the Continent took about 20 per cent. more of the total arrivals, Japan 13 per cent. less, and the local mills about 7 per cent. less.

Distribution of Receipts.

Exported to United Kingdom	...	2·012 per cent.
„ „ Continent ...	...	36·584 „
„ „ China and Japan	...	16·888 „
„ „ Calcutta and Coast	...	1·214 „
Total Exports ...	...	56·698 „
Mill Consumption ...	...	43·302 „
		100·000

The annexed table gives in detail the ports to which the 9,89,693 bales were exported during the calendar year. The alteration in the forms used for cotton exports at the Custom House since last August has somewhat complicated these returns, and it is difficult to compare the shipments to the different ports with previous years.

In many cases now, instead of giving in the outward entry form the name of the port to which the cotton is being shipped, the **country** of final destination is given, and this has necessitated the insertion in the returns given below the details of cotton entered out for certain "Countries" in addition to the shipments passed through the Customs for the different ports to which the steamers went. Hamburg is again the leading port in the list with 1,86,961 bales, while Antwerp with 1,74,198 bales is second, followed by Trieste with 1,42,286 bales, and Genoa with 1,27,980 bales. Taking the totals sent to the different countries, Italy comes first with 2,27,917 bales, then Germany 1,98,599 bales, Belgium 1,74,842 bales, Austria 1,56,682 bales, France 1,18,465 bales, United Kingdom 53,101 bales, Spain 45,355 bales, Sweden 8,252 bales, Russia 5,960 bales and Norway 323 bales.

Actual Clearances of Cotton from Bombay to Europe during the Years 1905 and 1906.

To	1906. 6 months ending 31st December.	1906. 6 months ending 30th June.	1906. Total for 12 months.	1905. 6 months ending 31st December.	1905. 6 months ending 30th June.	1905. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.		
Liverpool	11,835	38,959	50,794	13,122	12,770	25,892		
London	1,331	447	1,778	284	....	284		
Manchester ..	....	....	....	....	3	3		
Hull	309	....	309	....	251	251		
United Kingdom* .	220	....	220	....	....	....		
Total United Kingdom ..	13,695	39,406	53,101	13,406	13,024	26,430	+ 26,671	100·91
Marseilles	3,289	4,815	8,104	1,391	1,444	2,825		
Havre	2,837	30,208	32,545	11,950	10,248	22,198		
Dunkirk	14,760	62,275	77,035	23,852	26,382	50,234		
France*	781	....	781	....	....	..		
Total France ..	21,167	97,298	118,465	37,193	38,074	75,257	+ 43,208	57·41
Antwerp	63,743	110,455	174,198	70,527	47,105	117,632		
Ghent	....	429	429	220	440	660		
Belgium*	215	....	215	....	....	....		
Total Belgium ..	63,958	110,884	174,842	70,747	47,545	118,292	+ 56,550	47·80
Hamburg	54,700	132,261	186,961	63,579	54,295	123,874		
Bremen	1,929	8,479	10,408	3,953	2,337	6,290		
Germany*	1,230	....	1,230	....	....	....		
Total Germany ..	57,859	140,740	198,599	73,532	56,632	130,164	+ 68,435	52·57
Genoa	48,177	79,803	127,980	40,166	50,766	90,932		
Venice	37,328	49,638	86,966	30,663	24,567	55,230		
Leghorn	400	1,097	1,497	799	400	1,199		
Naples	2,935	4,564	7,499	531	5,700	6,231		
Catania	1,600	2,100	3,700	1,400	2,170	3,570		
Italy*	275	....	275	....	....	....		
Total Italy ..	90,715	137,202	227,917	73,559	83,603	157,162	+ 70,755	45·02
Barcelona	12,031	27,827	39,858	12,959	13,872	26,831		
Passages	....	299	299	..	....	....		
Gijou	....	554	554	112	....	112		
Spain*	4,644	....	4,644	....	....	....		
Total Spain ..	16,675	28,680	45,355	13,071	13,872	26,943	+ 18,412	68·33
Christiania ..	100	111	211	....	56	56		
Bergen	....	....	....	....	56	56		
Norway*	112	....	112	....	....	....		
Total Norway ..	212	111	323	....	112	112	+ 211	188·39
Trieste	53,821	88,165	142.286	61,236	58,225	119,461		
Fiume	2,149	12,247	14,396	7,124	2,978	10.102		
Total Austria ..	55,970	100,712	156,682	68,360	61,203	129,563	+ 27,119	20·93
Stockholm ..	110	233	343	....	....	....		
Gothenburg ..	633	8,026	8,659	2,000	200	2,200		
Norkoping ..	....	758	758	300	....	300		
Malmo	500	1.200	1,700	....	....	....		
Swedon*	1,792	....	1,792	....	....	....		
Total Swedon ..	3,035	5,217	8,252	2,300	200	2,500	+ 5,752	230·08
Riga	300	500	800	....	....	....		
Odessa	....	699	699	....	....	....		
St. Petersburgh ..	586	2.154	2.740	....	....	....		
Revel	....	1,000	1,000	600	....	600		
Russia*	721	....	721	....	....	....		
Total Russia ..	1,607	4,353	5,960	600	....	600	+ 5,360	893·33
Constantinople ..	197	....	197	....	300	300	— 103	34·33
Total..	325,090	664,603	989,693	352,758	314,565	667,323	{Net Increase. 322,370—48·30%	

* Names of the Ports are not shown in Export Shipping Bills from 1st August 1906.

Mill Consumption.—The improvement in the Bombay Mill Industry referred to in the last report continued throughout the year, and the amount of cotton consumed by the Local Mills was the largest on record. The actual figures in bales of 3½ cwts. for the year ending June 30th, 1906, was 11,41,000 bales against 10,72,000 bales in the preceding twelve months.

Stocks.—When the season opened, say on October 1st, 1905, it was estimated that the stock of cotton in the hands of dealers, Export Firms and Mill Agents in Bombay was about 5,25,000 bales, but this figure by June 30th, 1906, had been increased to about 9,00,000 bales, of which, according to the estimate published by the Bombay Cotton Trade Association, 6,00,000 bales were stored at Colaba. At the close of the season, say September 30th, the total stock owing to free exports, full mill consumption and curtailment of receipts during the monsoon months had fallen to about 4,36,000 bales or nearly 1,00,000 bales less than at the close of the previous season.

WEATHER WORKING DAYS.

The following decisions were given by the Committee of the Chamber in 1906 as regards working and non-working days for vessels in the Docks during the monsoon months :—

Saturday, 9th June	... Full working day.
Monday, 11th ,,	... Full working day.
Tuesday, 12th ,,	... Full working day.
Thursday, 14th ,,	... Half working day.
Thursday, 21st ,,	... Non-working day.
Friday, 22nd ,,	... Full working day.
Saturday, 23rd ,,	... Full working day.
Monday, 25th ,,	... Full working day.
Tuesday, 26th ,,	... Full working day.
Wednesday, 27th ,,	... Full working day.
Thursday, 28th ,,	... Full working day.
Saturday, 30th ,,	... Full working day.

Monday, 2nd July	... Full working day.
Tuesday, 3rd ,,	... Full working day.
Wednesday, 4th ,,	... Full working day.
Thursday, 5th ,,	... Half working day.
Saturday, 7th ,,	... Full working day.
Monday, 9th ,,	... Half working day.
Tuesday, 10th ,,	... Full working day.
Wednesday, 11th ,,	... Full working day.
Thursday, 12th ,,	... Full working day.
Friday, 13th ,,	... Full working day.
Saturday, 14th ,,	... Non-working day.
Monday, 16th ,,	... Half working day.
Tuesday, 17th ,,	... Full working day.
Wednesday, 18th ,,	... Full working day.
Thursday, 19th ,,	... Half working day.
Friday, 20th ,,	... Non-working day.
Saturday, 21st ,,	... Half working day.
Monday, 23rd ,,	... Half working day.
Tuesday, 24th ,,	... Full working day.
Wednesday, 25th ,,	... Full working day.
Thursday, 26th ,,	... Full working day.
Friday, 27th ,,	... Full working day.
Saturday, 28th ,,	... Full working day.
Monday, 30th ,,	... Full working day.
Tuesday, 31st ,,	... Full working day.

IMPROVEMENTS IN THE DAILY WEATHER CHART.

The Daily Weather Chart issued to the Members has at last been under revision, and several practical alterations have already been made and others suggested. A Meeting was held at the end of the year between the Director-General of Observatories, the Director of Agriculture, Bombay, and the Secretary of the Chamber, when all details regarding the improved system of reporting weather conditions throughout the year were fully discussed. It was proposed to delete all information which was out of date, and that had no direct bearing on agricultural prospects during the year, and that instead data in a simplified and more practical form should be substi-

tuted that would enable one to arrive at a more or less accurate forecast of the weather conditions at any particular time.

Subsequently the Director-General of Observatories addressed an identical letter to the Chamber and the Agricultural Department, embodying the conclusions formulated at the Meeting. The subject is still under consideration, but a decision from all concerned is shortly expected.

The new form of weather report will, it is believed, meet with the requirements of all interested in meteorological information directly and indirectly affecting the agricultural prospects of the country.

Correspondence that has taken place on the subject will be found in *Appendix* Z.

RAINFALL OF THE CALENDAR YEAR 1906.

(See *Chamber's Report*, 1905, *p.* 145.)

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1905 to 31st May 1906.			From 1st June to 31st Oct. 1906.			From 1st Nov. to 31st Dec. 1906.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire	..	12·03	....	..	0·08	....	2·82	5·03	—2·21
	" (30th)	7·71	12·03	—4·32	0·19	0·07	+0·12	..	..	..
	Jask ..	7·76	4·29	+3·47	0·07	0·17	—0·10	1·15	1·27	—0·12
	Muscat ..	..	4·01	....	..	0·42	....	..	..	..
	" (30th)	3·66	4·01	—0·35	0·27	0·41	—0·14	..	..	..
	Aden	..	2·65	....	..	0·32	....	..	..	..
	" (30th)	1·11	2·65	—1·54	0·02	0·32	—0·30	..	..	..

	Stations.	From 1st Nov. 1905 to 31st May 1906.			From 1st June to 31st Oct. 1906.			From 1st Nov. to 31st Dec. 1906.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab and United Provinces.	Lahore ..	5·03	4·56	+0·47	15·32	15·54	−0·22	0·25	0·45	−0·20
	Sirsa ..	4·33	2·78	+1·55	9 34	11·65	−2·31	0·56	0·32	+0·24
	Delhi ..	2·94	4·01	−1·07	28·07	21·08	+ 8·99	0·48	0·64	−0·16
	Agra ..	2·12	2·17	−0·05	21·91	26 25	− 4·34	0·18	0·40	− 0 22
	Cawnpore ..	2·76	2·37	+0·39	30·98	33·57	− 2·59	0·00	0·61	−0·61
	Allahabad ..	1·23	2·40	−1·17	26·51	38·33	−11·79	0·00	0·49	−0·49
	Jhansi ..	1·45	2·19	−0·74	38·82	36·32	+2·50	0·00	0·37	−0·37
Sind & Rajputana.	Jacobabad ..	4·50	1·27	+3·23	1·22	2·51	−1·29	0·00	0·20	−0·20
	Karachi ..	2·41	1·61	+0·80	4 26	6·65	−2·39	0·00	0·20	−0·20
	Jeypore ..	1·76	2·06	−0·30	11·12	23·99	−12·87	0·14	0·39	−0·25
	Ajmer ..	1·48	2·04	−1·56	17 61	19·77	− 2·16	0·25	0·47	−0·22
Gujarat and Central India.	Deesa ..	1·32	0·76	+0·56	22·53	23·26	−0·83	0·04	0·23	−0·19
	Ahmedabad .	0·37	0·69	−0·32	37 61	32·55	+5·06	0·00	0·45	−0·45
	Bhuj .	1·81	0·62	+1·19	16·42	13·90	+2·52	0·00	0·19	−0·19
	Jamnagar ..	1·64	1·15	+0·49	22·31	22·57	− 0·26	0·00	0·91	−0·91
	Dwarka ..	2·86	..	....	20 74	..	....	0·16	..	..
	Rajkot ..	0·75	0·72	+0·03	25·66	27·40	− 1·74	0·00	0·37	−0·37
	Bhav'gar Para	0·18	0·85	−0 67	19·74	18·89	+0·85	0·00	0·54	−0·54
	Veraval ..	0·42	0·71	−0 29	21·74	17·53	+4·21	0·00	0·68	−0·68
	Neemuch ..	1·08	1·43	−0·35	26·35	28·64	− 2·29	0·00	0·47	−0·47
	Indore ..	0·21	1·62	−1·41	46·55	32·62	+14·93	0·00	0·54	−0·54
Berar and Central Provinces.	Saugor .	0·89	2·97	− 2·08	47·23	45·60	+ 1·62	0·00	1·03	−1·03
	Jubbulpore ..	3·70	3·22	+ 0·48	47·14	55·89	− 8·76	0·00	0·76	−0·76
	Hoshangabad.	0·64	2·39	− 1·75	43·62	49·49	−5·87	0·00	0·98	−0·98
	Khandwa ..	0·09	1·57	− 1·48	44·76	29·78	+14·98	0·00	0·66	−0·66
	Raipur ..	5·75	3 38	+ 2·37	39·82	47·27	−7·45	0·96	0·71	+0·25
	Nagpur ..	4·19	3·78	+ 0·41	59·67	45·71	+13·96	0·50	1·29	−0·79
	Amraoti ..	1·23	2·90	− 1·67	36·34	31·73	+4·61	0·35	1·16	−0·81
	Akola ..	1·23	2·85	− 1·62	34·99	31·31	+3·68	0·92	1·29	−0·37
Bombay	Surat ..	0·19	0·43	− 0·24	29·69	43·60	−13·91	0·00	0·17	−0·17
	Malegaon ..	0·18	1·77	− 1·59	22·22	22·31	− 0·09	0·00	0·76	−0·76
	Bombay ..	1·19	1·47	− 0·28	56·15	73·74	−17·59	0·00	0·55	−0·55
	Poona ..	0·93	3·40	− 2·47	21·95	24·49	−2·54	0·16	1·25	−1·09
	Ahmednagar	0·84	3·03	− 2·19	20·43	19·39	+1·04	4·25	1·09	+3·16
	Aurangabad	1·81	..	....	27·61	..	....	0·80	....	..
	Sholapur ..	1·79	3·41	− 1·62	17·41	27·57	−10·16	0·42	1·62	−1·20
	Ratnagiri ..	1·78	2·19	− 0·41	91·18	105·16	−13·98	0·36	0·47	−0·11
	Bijapur ..	1·27	4·43	− 3·16	20·69	20·15	+0·54	2·08	1·28	+0·80
	Belgaum ..	7·30	6·77	+ 0·53	39·99	43·36	−4·27	1·96	1·88	+0·08
	Marmugao ..	1·34	4·82	− 3·48	85·56	88·61	−3·05	0·26	1·16	−0·90
	Karwar ..	0·22	6·08	− 5·86	92·19	117·69	−25·50	1·57	2·15	−0·58
Malabar Coast and Mysore.	Mangalore ..	6·49	11·56	− 5·07	108·80	110·38	−1·58	2·40	3·10	−0·70
	Calicut ..	9·96	18·77	− 8·81	37·67	96·34	−8·67	5·49	5·69	−0·20
	Cochin ..	15·55	29·05	−13·50	79·41	86·37	−6·96	11·20	7·91	+3·29
	Bangalore ..	4·37	10·00	− 5·63	34·08	25·06	+9·02	1·80	3·81	−2·01
Madras.	Hyderabad Fc.	3·95	4·10	− 0·15	26·58	27·46	−0·88	2·05	1·65	+0·40
	Masulip'am ..	0·40	9·23	− 8·83	26·89	31·68	−4·79	0·71	7·08	+2·63
	Bellary ..	1·38	5·06	− 3·68	17·54	14·67	+2·77	1·74	2·08	−0·34
	Cuddapah ..	2·87	7·77	− 4·90	33·97	24·93	+9·04	3·81	5·13	−1·32
	Madras ..	16 38	22·36	− 5·98	21·72	28·03	−6·31	22·90	20·10	+2·80
	Coimbatore ..	3 98	9·60	− 5·62	14·01	11·30	+2·71	7·42	4·51	+2·91
	Trichinopoly	10·79	14·32	− 3·53	30·91	18·22	+2·69	9·05	7·85	+1·20
	Negapatam ..	12·00	33·42	−21·42	31·25	22·14	+9·11	44·02	28·18	+15·84
Ceylon ..	Colombo ..	30·64	52·99	−22·35	28·79	36·58	−7·79	17·16	19·92	−2·76

Statement showing the Total Measurement of Bales and Miscellaneous Packages with Receipts for the year 1906.

Year.	Nett Bales Certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1906..	2,455,149	38,361 11 3	230,158	15,142 10 9	125	62 8 0	...	648 3 3	2,685,432	54,215 1 3

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1906.

By RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	To EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1905		77,141 1 2			
Subscriptions	17,527 1 3		Office rent	2,940 0 0	
Publications	19,247 13 1		Printing—		
Measurement Fee Account.			Annual Report, 1905, and other Miscellaneous Papers	3,426 14 0	
Measurement Fee Receipts.... Rs. 54,215 a. 1 p. 3			Advertisements	377 4 0	
Less—Salaries to Measurers, Sepoys, etc. Rs. 23,516 0 4			Newspapers and Books	909 8 9	
—Contribution to the Chamber's Establishment . 10,000 0 0			Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	38,400 9 9	
Rs. 33,516 0 4			Telegrams, Stationery, and cost of Weather and Crop Reports	3,655 5 6	
Interest on Fixed Deposits	20,699 0 11		Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	20,075 7 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	3,045 0 0		Auditors' Fee for the year ending 31st December 1906	100 0 0	
Contribution from the Measurement Fee Account to Chamber's Establishment	384 12 5		Telephone Rent from 1st March 1906 to 28th February 1907	200 0 0	
Contribution from the Bombay Cotton Trade Association, Ld.	10,000 0 0		Law charges	105 0 0	
Contribution from the Bombay Millowners' Association	5,000 0 0				
Balance of Receipts over Expenditure on Arbitration Fees	7,200 0 0				
	437 8 0	82,541 3 3			69,890 1 0

ROYAL ASIATIC SOCIETY LIBRARY

			Funds of the Chamber as under :—			
			Fixed deposit receipts of the Chartered Bank for 12 months at 4 per cent	31,340 0 0		
			Do. Mercantile Bank of India, Ld., for 12 months at 4 per cent.	13,000 0 0		
			Do. Hongkong and Shanghai Banking Corporation for 1 year at 4 per cent.	30,000 0 0		
			Do. Yokohama Specie Bank, Ld., for 1 year at 4½ per cent.....	10,400 0 0		
			Bank of Bombay Current Deposit Accounts ..	7,020 7 6		
			Cash in hand	639 7 0		
			Amount outstanding from the Bombay Cotton Trade Association, Ld., &c.....	833 5 4		
				93,183 3 10		
			Less—Cost of Weather & Crop Reports and Auditor's fee unpaid.....	2,041 0 0		
			Net Balance to carry forward			91,092 3 10
Total ..		1,60,682 4 10	Total Rs.	....		1,60,682 4 10

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

BOMBAY, 8*th February* 1907.

APPENDIX **A-1.**

REORGANISATION OF THE MEASUREMENT DEPARTMENT.

REPORT OF THE FINANCE SUB-COMMITTEE REGARDING THE SALARIES AND PROSPECTS OF THE CHAMBER AND MEASUREMENT DEPARTMENT STAFFS, AND THE ESTABLISHMENT OF A PROVIDENT FUND FOR ALL EMPLOYEES.

The Sub-Committee consisted of the following Members :—

The Hon'ble Mr. H. E. E. Procter,
H. Courtenay Wright, Esq.,
G. Miller, Esq.,
J. Begbie, Esq.,

who, after thoroughly considering the whole question, beg to place the undermentioned proposals before the Committee on behalf of the staff.

(*a*) That maximum salaries be fixed for the members of the Measurement Department as follow :—

1 Superintendent	Maximum	Rs.	300	per mensem.
5 Senior Measurers	„	„	225	„
4 Junior Measurers	„	„	175	„
1 or more Probationers	„	„	100	„
1 Fee Clerk	„	„	100	„
1 Copying Clerk	„	„	60	„

(*b*) That from the month of August 1906 the Superintendent and nine Measurers be granted an increase to their salaries of Rs. 25 each and the Fee Clerk and Copying Clerk an increase of Rs. 5 each per month.

(*c*) That subsequent promotions to the maximum limit of salaries be dependent on the conduct and services of the employees and the financial condition of the Chamber.

(*d*) That a Provident Fund be started, entitled the "Bombay Chamber of Commerce Provident Fund," for the benefit of all the Chamber's Staff on the lines laid down on the annexed Memoranda. (*See Appendix A-2.*)

(*e*) That the proposals regarding special grants on retirement or death, as embodied in Memo. B.,* be placed on record as a guide to future Committees, but that they should be considered as forming no part of the aforesaid Provident Fund.

(*f*) That, considering the advantages that will be derived from the proposed Provident Fund, the Bonus of 4 per cent. hitherto granted to the members of the Measurement Department be henceforth reduced to 2 per cent.

(*g*) That no maximum should be laid down for the salaries of the Chamber's Office and Statistical Staff.

(*h*) That the Millowners and Cotton Trade Associations be asked to contribute proportionately towards the Provident Fund.

(*i*) That to avoid divided control, and to establish uniformity in accounts, the above two Associations be asked to amalgamate, with the annual contribution paid to the Chamber, the separate salaries they now pay direct to the undermentioned clerks, *viz*:—

Millowners' Clerk, Rs. 100 per month.
Cotton Trade Head Clerk, extra allowance, Rs. 15 per month.
Cotton Trade Assistant Clerk, Rs. 50 per month.

APPENDIX A-2.

CHAMBER'S PROVIDENT FUND.

1. The Fund shall be called "THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND."

2. In these rules unless there is something repugnant in the subject or context—

"Chamber" means the Bombay Chamber of Commerce.

"Committee" means the Committee for the time being of the Bombay Chamber of Commerce.

"Trustees" means the Trustees of the Fund for the time being appointed as hereinafter provided.

"Salary" or "Pay" means only the fixed monthly salary received by each employé from the Chamber and does not include any acting, officiating or personal allowance,

* See page 8.

bonus, commission or other remuneration or profit whatever uncertain in amount or derived by any employé by any means outside his fixed ascertained salary.

"Member" means any person in the service of the Chamber who is also a subscriber to the "Fund."

3. The object of the Fund shall be to provide every employé who is a member with a sum of money, the amount of which will be ascertainable according to these rules on the termination of his service with the Chamber.

4. The Fund shall be managed by the Committee of the Chamber for the time being whose decision shall be final and binding upon all members.

5. All the necessary expenses of management and all other costs, charges and expenses to which the Committee or the Chamber shall be put in connection with the Fund for any reason whatever, shall be borne by and be a charge on the Fund.

6. The Committee shall appoint annually at the General Meeting two members to be Trustees of the Fund. In the event of a vacancy occurring in the course of any year, the Committee shall appoint another member to fill the vacancy for the remainder of such year.

7. These rules shall come into operation on the 1st day of January 1907.

8. Every employé who shall enter the service of the Chamber on or after the 1st day of January 1907 shall forthwith be and become a member.

9. Every employé who shall have entered the service of the Chamber prior to and shall still be in its service on the said 1st day of January 1907 shall have the option for a period of 30 days after the said 1st day of January 1907 of becoming a member by declaring in writing addressed to the Committee his desire so to become a member.

10. These rules shall operate to bind every member who shall become a member by exercising his option under rule 9 in the same way as if he had become a member by entering the service of the Chamber after the said first day of January 1907.

11. Every employé who shall be or become a member shall be subject to these Rules and shall sign an agreement in the form annexed to these Rules.

12. Every member shall contribute 5 per cent. of his salary to the Fund.

13. The contribution of each member shall be deducted from his pay on the last day of each month.

14. The Chamber will on the 30th June and 31st December in each year contribute and pay to the Fund a sum which shall be equal to the aggregate contributions of all the members during the half-year preceding each of such days respectively.

15. The Committee shall in any manner they may think most convenient from time to time deduct from any sum payable by them to any employé whether by way of salary or otherwise such sum as may be required to pay any contribution due from him to the Fund, and shall from time to time deal with the sum so deducted in the manner prescribed in Rule 17.

16. The contribution of any employé absent on leave or furlough shall during the period of such absence be assessed on the salary allowed to him during such absence, but any employé shall be at liberty, subject to the consent of the Committee, to contribute on the full amount of his salary if he should so desire, provided notice in writing of such desire shall have been given by him to the Committee prior to the due date for payment of salary next after such employé shall have obtained leave or furlough.

17. The Committee shall from time to time pay into the Bank of Bombay or such other Bank as the Committee may select to the credit of an account to be opened in the names of the Trustees all monies received by them. All monies to the credit of such account shall be dealt with only in accordance with these Rules and such account shall be operated on only by cheques bearing the signatures of the two Trustees in addition to the signature of the Secretary of the Chamber.

18. A separate account shall be kept with respect to each member showing not only the amount of his own personal contributions with interest thereon as it accrues due, but also his share of the contributions of the Chamber with interest thereon.

19. The monies of the Fund not immediately required for the purposes of the Fund shall be invested by the Trustees in their own names in Port Trust, Improvement Trust or Municipal Debentures or other duly authorised Trust Securities from time to time, but not

later than 12 months after being credited to the Fund. The Trustees shall have power at their discretion to vary or transpose such investments into or for others of any nature hereinbefore authorised.

20. The Trustees shall from time to time upon the written requisition of the Committee pay to them such sum or sums as may be required for the purposes of these Rules and shall, if necessary, raise the monies required for the same by a sale of the securities held by the Trustees or of a sufficient part thereof or by a loan on the security of the same.

21. The account of each member will be made up on 31st December in each year, and interest at 4 per cent. per annum will be allowed on the amount standing to the credit of each member during such year, and the Chamber will contribute the difference (if any) between the amount of interest realised by the investment and 4 per cent. interest as aforesaid.

22. A statement of account of each member shall be made up to the 31st December of each year and each member shall be required to certify in writing upon such account that the amount therein shown as standing to his credit is correct.

23. No member shall be entitled to claim payment of any money out of the Fund except as is by these rules expressly provided.

24. No member shall be entitled to receive any share of the contributions of the Chamber to the Fund until he shall have served the Chamber for a period of 15 years.

25. If any member shall cease to serve the Chamber before completion of a service of 15 years with the Chamber from any cause or for any reason except dismissal for misconduct, he shall be entitled to receive the amount of his own contributions only with interest thereon at 4 per cent. per annum as aforesaid, but subject to any claim under Rules 35 and 36.

26. If a member shall be compelled to retire from the service of the Chamber before completing a service of 15 years with them owing to any cause beyond his control and shall satisfy the Committee by evidence which they shall deem to be satisfactory that such was the case, the Committee may waive the forfeiture of such member of his share in the contributions of the Chamber to the Fund.

27. Dismissal of a member from the service of the Chamber for misconduct shall entail absolute forfeiture of such member of all claims on the Fund.

28. The Committee shall have power in any case in which the misconduct of a member who shall have been dismissed for misconduct shall not have been criminal to allow the member so dismissed to receive the amount of his own subscriptions only to the fund or any part thereof and with or without interest as the Committee may decide but subject to all claims under Rules 35 and 36.

29. In the event of retirement of a member after completion of the 15 years' service with the Chamber, he shall be entitled to receive the full amount standing at his credit including his share of the contributions of the Chamber but subject to all claims under Rules 35 and 36.

30. Each member may nominate any one person who shall have attained his or her majority to whom the amount standing at the credit of such member shall be payable in the event of his death while in the service of the Chamber or before his claim on the Fund shall have been discharged, and may from time to time change such nomination.

31. On the death of a member who shall have made a nomination in accordance with Rule 30, the full amount standing to his credit including his share of the contributions of the Chamber shall be paid without deduction to his nominee irrespective of the period for which the member may have served but subject to any claims under Rules 35 and 36, and such payment shall be a good discharge to the Trustees and to the Committee and to the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

32. On the death of a member who shall not have nominated any person in accordance with Rule 30 who shall be living at the time of the decease of such member, the full amount standing at his credit including his share of the contributions of the Chamber shall be paid without deduction to his heirs, executors or administrators irrespective of the period for which the member may have served, but subject to any claims under Rules 35 and 36, and such payment shall be a good discharge to the Trustees, the Committee and the Chamber

against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

33. Any lapse or forfeitures which may accrue during the year shall be divided amongst the members in proportion to the amounts they have contributed during the same year and the shares thereof shall be placed to their credit and shall be paid to them respectively if and when they shall respectively become entitled to their shares of the contributions of the Chamber.

34. Payment shall be made within three months from the date of retirement or death of the member and shall include interest up to the date on which payment is made, and if payment is not claimed before the expiration of the three months, no interest shall accrue beyond that period.

35. The Committee shall have power to recover any money claims the Chamber may have against any member from the amount standing to his credit in the books of the Chamber.

36. The Chamber shall have a first and paramount charge upon the amount from time to time standing to the credit of each member and upon all other monies of the Fund in or to which such member may be interested or entitled for, and in respect of all losses, damages, costs and expenses which the Chamber may at any time pay, sustain or be put to by reasons of any act of embezzlement or default of or by such member, and the amount from time to time standing to the credit of each member and all such other monies as aforesaid shall be deemed and treated as a deposit made by him with the Chamber as security for his fidelity and be dealt with accordingly, and in the event of any claim arising by the Chamber against any member under this Rule, the, same shall be paid so far as the: funds in which such member shall be interested shall extend by the Trustees of the Fund to the Chamber on the written requisition of the Committee, and such member shall absolutely forfeit all right and interest thereto and therein.

37. Any loss to the Fund from any cause whatever shall be borne by the Fund, and neither the Trustees of the Fund nor any member nor any other person shall have any claim upon the Chamber or the Committee in respect thereof.

38. The accounts of the Fund shall be made up and audited yearly.

39. The Committee shall have the power to close the Fund at any time if considered advisable or necessary, in which event the monies in the Fund will be distributed among the members in accordance with their accounts.

40. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member for the purpose of obtaining free of stamp duty a grant of probate or letters of administration or any other purpose such certificate shall be in the following form :—

No._____

BOMBAY CHAMBER OF COMMERCE.

PROVIDENT FUND.

It is hereby certified that the balance standing in the books of the Provident Fund of the Bombay Chamber of Commerce to the credit of_____of_____ numbered as above on the_____day of _____was Rupees _____dated this_____ day of_____19_____entered_____ examined_____

Trustees.

41. No member shall be entitled to draw money from the Fund in respect either of principal or interest or to transfer or assign whether by way of security or otherwise howsoever his interest or any part thereof in the Fund, and no such transfer or assignment shall be valid, and the Trustees or Committee shall not recognise or be bound by notice to them or any of them of any such transfer or assignment, and all monies standing in the books of the Fund to the credit of any member so transferring or assigning his interest as aforesaid, shall forthwith be forfeited as from the date of such transfer or assignment to the use of the Fund and be dealt with accordingly, and, further, if any prohibitory order or attachment or process of a Civil Court be served upon the Trustees or the Committee or any of them or any person on their behalf by which any monies standing to the credit of any member in the books of the Fund, shall be

attached or be ordered to be paid into a Civil Court or be ordered to be withheld from such member, such monies shall forthwith be forfeited to the use of the Fund and be dealt with accordingly. Provided that the Committee shall be at liberty in their uncontrolled discretion at any time thereafter to give such monies or any part thereof for the benefit of such member or his wife, children or relations, and the Trustees shall deal with such monies accordingly on the written requisition of the Committee.

42. If any member shall transfer or assign his interest in the Fund as aforesaid or if such interest shall be attached or otherwise dealt with or affected as indicated by Rule 41, the Chamber may forthwith cease all contributions to the Fund in respect of such member, and all monies standing to the credit of such member represented by or referable to contributions by the Chamber and the interest thereon shall on demand be refunded by the Trustees to the Chamber.

43. The Chamber shall hold every Trustee indemnified against all proceedings, cost, and expenses occasioned by any claim in connection with the Fund not arising from his negligence or fraud.

44. The Committee shall have the power after one month's notice to members to make any alterations, amendments or additions which they may consider necessary in or to these Rules.

I hereby declare that I have read the foregoing Rules of the Provident Fund of the Bombay Chamber of Commerce and that I agree to be bound by them.

Dated the _____ day of _____ 19

Name in full _____

Date of Birth _____

Nature of Appointment _____

Date of Joining Service _____

Salary per mensem, Rupees _____

Signature _____

Witness _____

APPENDIX **B-1.**

BILL FURTHER TO AMEND THE INDIAN MERCHANT SHIPPING ACT IN RESPECT OF RUNNING AGREEMENTS.

No. 29-G. of 1906.

MARINE DEPARTMENT,
BOMBAY CASTLE, 23rd January 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with Mr. Sladen's letter No. 310-G., dated the 27th July 1905, I am directed to forward herewith copy of a Bill further to amend the law relating to Merchant Seamen, with Statement of Objects and Reasons, and to request that Government may be favoured with the views of the Chamber of Commerce on the provisions of the Bill by the 31st instant at the latest.—I have, &c.,

ALEX. R. KING,
for Secretary to Government.

No. 62 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 25th January 1906.

THE SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge receipt of your letter No. 29-G. of the 23rd instant, and in reply to state that the Amended Bill, as submitted, has been favourably received. My Committee consider it will have the effect of doing away with the grievances to which attention was drawn, and will therefore be welcomed by the Shipping Companies.—I have, &c.,

C. H. ARMSTRONG, Chairman.
J. B. LESLIE-ROGERS, Secretary.

No. 85-G OF 1906.

MARINE DEPARTMENT,
BOMBAY CASTLE, 24th February 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter from the Chamber of Commerce, No. 62, dated the 25th January 1906, I am directed to forward herewith copy of a letter from the Government of India, No. 1514, dated the 21st February 1906, regarding the effect of the proviso to clause 2 of the Bill to amend the Indian Merchant Shipping Act, 1859, and to request that Government may be favoured with the views of the Chamber on the points raised in paragraph 3 of the Government of India's letter by the 28th instant at the latest.—I have, &c,

ALEX. R. KING,
for Secretary to Government.

No. 1514.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,
CALCUTTA, the 21st February 1906.

(MERCHANT SHIPPING.)

From W. L. HARVEY, Esq., C.I.E., I.C.S.,
SECRETARY to the GOVERNMENT of INDIA,

To the SECRETARY TO THE GOVERNMENT OF BOMBAY,
MARINE DEPARTMENT.

SIR,—I am directed to invite attention to the correspondence ending with your letter No. 309-G., dated the 27th July 1905, on the subject of the amendment of the Indian Merchant Shipping Act, 1859 (I of 1859), so as to make running agreements with seamen terminable six months from date of execution instead of on the 30th June and 31st December.

2. I am to point out that the effect of the proviso to clause 2 of the Bill which was introduced in the Legislative Council of the Governor-General on the 19th January 1906 will be that, if the six months' period has elapsed and a ship leaving a foreign port is not proceeding by the direct road or by a customary route to her port of destination in British India, the agreements of the seamen will

terminate as soon as the vessel leaves the port. The precise meaning which would be attached to this clause by the Courts is somewhat doubtful; but it appears probable that practical difficulties would arise in cases where the six months' period expired at, or prior to the arrival at, a foreign port from which that ship was not directly returning to British India. The difficulty which is felt in respect of this matter will be more clearly appreciated if a concrete case be taken as an illustration. If it be assumed that the six months' period expired prior to the arrival of a vessel at Bandar Abbas, it would seem to follow that the seamen's agreements would terminate there, although the vessel was proceeding on the customary voyage round the Gulf ports, and was returning to Bombay direct from the Gulf.

3. I am to enquire whether such a result would lead to practical inconvenience; and, if so, to request that the Government of Bombay will favour the Government of India with their views as to the manner in which the clause should be amended in order to obviate this. As the report by the Select Committee must be presented by the 2nd March, I am to ask that a reply to this letter may be sent before that date, by telegram, if necessary.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

No. 152 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 27th February 1906.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 85-G. of the 24th February 1906, together with a communication from the Department of Commerce and Industry, No. 1514, dated 21st February 1906, in connection with Running Agreements with Lascar Crews.

2. In reply I am directed to say that the point raised in the latter communication has been carefully considered by my Committee, and they are of opinion that it is one that is not likely to cause much practical inconvenience, as the routes of steamers under six monthly

agreements are always known before departure from the port at which the crews are engaged, and are stated in their agreements. Legally, of course, a crew can (if the articles expire at or before arrival at a port, prior to the port of destination), demand to be sent back from there, and can refuse to proceed to destination. But it is hardly likely they would do so, and after all the shipowner would be himself to blame if he sent a ship to sea on a voyage which was not covered by the full period of the articles. His remedy in all such cases would be to sign on a fresh crew.

3. In the past shipowners have consulted their crews, and if the latter were willing, as has usually been the case, they have completed the further round voyage. But as the situation is one that shipowners should be protected from, my Committee would suggest that a clause might be sanctioned in the articles whereby, if the men agreed before a Shipping Master, prior to leaving an Indian Port, that they were willing to complete another round voyage, that the Shipping Master should have powers to endorse Articles to that effect, for a further period of say not more than a month, thus making it binding on both parties to continue employment till the return to the original port where the Articles were signed.—I have, &c.,

C. H. ARMSTRONG, Chairman.

J. B. LESLIE-ROGERS, Secretary.

APPENDIX **B-2.**

CERTIFICATES OF COMPETENCY TO MASTERS, MATES, OR ENGINEERS ON BOARD BRITISH SHIPS.

THE following Order in Council, dated Buckingham Palace, 22nd October, 1906, was published in the *Gazette of India* (Part I), dated 8th December 1906:—Whereas by "The Merchant Shipping Act, 1894," it is (amongst other things) enacted that where the Legislature of any British Possession provides for the examination of and grant of Certificates of Competency to persons intending to act as Masters, Mates or Engineers on board British ships, and the Board of

Trade report to His Majesty that they are satisfied that the examinations are so conducted as to be equally efficient with the examinations for the same purpose in the United Kingdom under the Merchant Shipping Act, 1894, and that the Certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Act and are liable to be forfeited for the like reasons and in the like manner, His Majesty may, by Order in Council—

(1) Declare that the said Certificates shall be of the same force as if they had been granted under the said Act;

(2) Declare that all or any of the provisions of the said Act which relate to Certificates of Competency granted under that Act shall apply to the Certificates referred to in the said Order;

(3) Impose such conditions and make such regulations with respect to the said Certificates and to the use, issue, delivery, cancellation and suspension thereof as His Majesty may think fit, and impose penalties not exceeding fifty pounds for the breach of those conditions and regulations:

And that upon the publication in the *London Gazette* of any such Order in Council as last aforesaid, the Order shall, as from the date of the publication or any later date mentioned in the Order, take effect as if it were enacted by Parliament:

And whereas at the coming into operation of the said Merchant Shipping Act, 1894, there were in force the Orders in Council of the 9th day of May 1891 and the 23rd day of November 1893 hereinafter mentioned, being orders in Council made under enactments repealed by the said Merchant Shipping Act, 1894, and it was provided by the said Merchant Shipping Act, 1894, that Orders in Council so made should remain in force as if made or granted under the said Merchant Shipping Act, 1894:

And whereas by the Merchant Shipping Act, 1894, it is further provided that His Majesty may, by Order in Council, revoke, alter or add to any Order in Council made under the Merchant Shipping Acts:

And whereas by the said Order in Council of the 9th day of May 1891 it was declared *inter alia* that Colonial Certificates of Compe-

tency granted by certain Authorities therein named and described in the case of the several British Possessions therein mentioned to persons intending to act as therein mentioned on board British ships should be of the same force as if they had been granted under the Acts relating to merchant shipping:

And whereas by the said Order last mentioned the regulations set out in the Schedule A thereto with respect to the said Colonial Certificates of Competency were imposed and made and it was declared that the regulations set out in the said Schedule A thereto should apply to all Colonial Certificates of Competency that might therefore have been or should thereafter be granted:

And whereas by the said Order in Council of the 23rd day of November 1893 it was declared that Colonial Certificates of Competency granted by the Marine Board of Victoria from and after the 21st day of December 1888 as therein mentioned should be of the same force as if they had been granted under the Acts relating to merchant shipping and should be subject to the same conditions and regulations as are set out in Schedule A to the said Order in Council of the 9th day of May 1891:

And whereas by the provisions of the Navigation (Amendment) Act, 1899, passed by the Legislature of New South Wales and by the provisions of the Shipping and Seamen Act, 1903, passed by the Legislature of New Zealand certain changes were made in the Authorities authorised by the said Legislatures respectively to grant Colonial Certificates of Competency in those Possessions respectively and other similar changes may be made by the Legislature of the British Possessions referred to in the said Orders in Council with regard to the Authorities authorised to grant such Certificates in such several Possessions:

And whereas it has been made to appear to His Majesty that it is expedient that the said Order in Council should be so altered as to apply to Certificates of Competency granted by the proper Authority for the time being in the British Possessions mentioned in the said Orders in Council:

Now, therefore, His Majesty, by and with the advice and consent of His Privy Council, is hereby pleased:—

To declare that the Colonial Certificates of Competency granted or to be hereafter granted by the Governor,

Lieutenant Governor, Administrator, Head of the Government, Ministers, Board, Body or Corporation of or in any British Possession mentioned in the said Orders in Council for the time being authorised by the Legislature or Legislative Authority of such Possession to grant Colonial Certificates of Competency (hereinafter called "the proper authority") from and after the respective dates in the case of the several Possessions with reference to the several kinds of Certificate in the said Orders in Council mentioned shall be of the same force as if they had been granted under the Merchant Shipping Act, 1894, and shall be subject to the same conditions and regulations as are set out in Schedule A to the said Orders in Council of the 9th day of May 1891 and the said Order in Council shall be read and construed as if the proper authority had been originally mentioned therein in the case of each such Possession in lieu of the Authority in each case actually named and described therein.

A. W. FITZROY.

W. L. HARVEY,

Secretary to the Government of India.

APPENDIX **B-3.**

ENGLISH MERCHANT SHIPPING ACT (1894) AMENDMENT BILL.

THE POSITION IN INDIA.

The "Indian Merchant Shipping Bill," which was submitted to and reported upon by the Chamber in 1893, has not yet been passed into law. In the interval, the Bill had been referred to a Select Committee who having considered its provisions and the various papers submitted to Government in connection therewith, submitted a preliminary Report with the Bill as amended by them. The whole Bill has been cross-referenced to the English Merchant Shipping Act, 1894, and the Select Committee also introduced into the Bill all

changes necessitated by the substitution of that Act for the numerous other Shipping Acts which it repealed. The provisions of the Bill were further brought into accord with the English Statute in all cases where it seemed clear that no sufficient reason for a difference in the law existed. The wording of the Indian measure had also been brought into conformity with that of the English Act in all cases in which the intention of the two measures was the same, and in which it seemed possible that the retention of a different wording in the Bill, however it might otherwise be justified, might lead to a reasonable supposition that a difference in the two laws was intended.

The Bill, however, has not been revived since, the reason apparently being that certain questions had been raised by the Board of Trade with reference to the working of the proposed law in relation to the existing English Law on the subject.

Meanwhile the English Merchant Shipping Act (1894) has been under amendment. In the course of the discussion in the House of Commons, on October 23rd, 1906, the Bill as re-drafted by the Standing Committee was considered.

An amendment was moved with the object of extending the provisions of the Bill to the British Islands, British India, or any Crown Colony. But it was disapproved of and withdrawn.

On the motion of Mr. Lloyd-George the following was added to Clause 23: "If the master of a ship fails to furnish provisions in accordance with this section, and the Court before which the case is tried consider that the failure was due to the neglect or default of the master, the master shall be liable on summary conviction, in addition to paying compensation under Section 199 of the principal Act, to a fine not exceeding £100."

This amendment was accepted.

In the further discussion which ensued in the Commons (16th November 1906), **Mr. Havelock Wilson** moved an amendment to the Merchant Shipping Bill **applying the New Area Space to Lascar Crews.**

The amendment was however rejected, on the ground that it aimed at the exclusion of Lascars, which would mean a handsome present to German shipping, and that as regards India it was preferable to leave the Indian Government to legislate themselves in the matter.

APPENDIX C.

PRESIDENCY BANKS AMENDMENT BILL.

No. 3934 of 1906.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 16th October 1906.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward a copy of a Bill further to amend the Presidency Banks Act, 1876, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill not later than 10th November 1906.—I have, &c.,

E. G. TURNER,

Acting Under-Secretary to Government.

No. 956 of 1906.

CHAMBER OF COMMERCE,

BOMBAY, 8th November 1906.

THE ACTING UNDER-SECRETARY TO GOVERNMENT,

FINANCIAL DEPARTMENT,

Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 3934, of the 16th October 1906, together with a copy of a "Bill further to amend the Presidency Banks Act of 1876." In reply I am directed to inform you that the said Bill has been carefully considered by the Committee of the Chamber, and that the proposed alterations and additions thereto meet with their approval.

2. The Committee regret, however, that they have not been afforded the opportunity of giving their opinion on the important question as to allowing the Presidency Banks to borrow in London. This Chamber addressed the Secretary to the Government of India, Finance and Commerce Department, on 20th December 1899* (copy of letter attached for easy reference), and recommended that the Presidency Banks be allowed to borrow out of India, and expressed the opinion that they saw no reason to suppose that such relaxation and permission would lead to rash borrowing or investment, or the tying up of capital for any excessive length of time.

3. The Hon'ble Mr. Baker, in introducing the Bill now under discussion, said that "serious objections have, however, been found to exist to this proposal, and eventually it was decided that, in the interests of the country as a whole, it is not expedient to give the Banks access to London." This announcement has been received with surprise, especially as no reasons have been given for abandoning the proposal. In the absence of such reasons, my Committee are unable to assent to the statement by the Hon'ble Mr. Baker, but on the contrary believe that a strong feeling exists that it would be distinctly in the best interests of the country that the Presidency Banks should be allowed to borrow in London, subject to such restrictions as Government may deem it necessary to impose.

4. In conclusion my Committee venture to urge that the question of allowing the Presidency Banks to borrow in London be again considered, and that the opinions of the Chambers of Commerce in India be invited on the expediency of abandoning the proposal.—I have, &c.

H. E. E. PROCTER, Chairman.

J. B. LESLIE-ROGERS, Secretary.

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* See Chamber's Report, 1899, p. 160.

APPENDIX D-1.

REGISTRATION OF PARTNERSHIPS.

CHAMBER OF COMMERCE,
SINGAPORE, 8th January 1906.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

Registration of Partnerships.

DEAR SIR,—I beg to forward, for your information, copies (3) of Report of a General Meeting of this Chamber, held on 19th ultimo, to consider this subject.—Yours faithfully.

ALEX. J. GUNN,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th February 1906.

No. 101 of 1906.

THE SECRETARY, CHAMBER OF COMMERCE,
Singapore.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter of the 8th January last together with the interesting Report of your Chamber on the subject of Registration of Partnerships.

In reply I am to say that this matter has occupied the attention of the various Indian Chambers of Commerce at different times during the last 35 years; and that, on the whole, there is practical unanimity as to the usefulness in this country of a measure by which an effective Registration of Partnerships not attended by cumbrous procedure, could be brought about. Though it is admitted that simplicity of procedure is difficult of attainment, my Committee approve the principle of a Registration Act believing, as they do, that such a Bill would be beneficial to the mercantile community. With this object in view the Committee of this Chamber in 1903 supported the Bengal Chamber in suggesting amendments suitable to the needs of India, in a proposed Draft Bill; but although the subject still continues to attract attention, no definite decision has yet been arrived at by the Indian Government in the matter.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

APPENDIX D-2.

DRAFT RULES UNDER THE PETROLEUM ACT, 1889.

BOMBAY, 8th March 1906.

THE SECRETARY, CHAMBER OF COMMERCE, Bombay.

Draft Rules for Major Tank Installations.

DEAR SIR,—We beg to hand you herewith a copy of a letter of this date, which has been addressed to Government by ourselves and others interested in the Kerosene oil trade, regarding the Draft Rules for Major Tank Installations recently issued, and would ask you to kindly lay it before your Committee with the request that they may address Government in support of the representation.—We are, etc.,

W. & A. GRAHAM & CO.,
Agents, The " Shell " Transport and Trading Co., Ld

BOMBAY, 8th March 1906.

FROM Messrs. W. & A. GRAHAM & Co.,
AGENTS, THE " SHELL " TRANSPORT & TRADING Co., Ld., Bombay,

Messrs. EWART LATHAM & Co.,
AGENTS, ROYAL DUTCH PETROLEUM Co., Bombay,

Messrs. THE STANDARD OIL Co. OF NEW YORK, Bombay,

TO THE SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—Having perused the draft rules under sections 9 and 12 of the Indian Petroleum Act, 1899, for the possession and storage of Petroleum in British India, which were this week received by certain Firms from the Chief Inspector of Explosives, we have the honour to request that urgent consideration may be given to the following joint representation.

2. *Endorsement on Form D.* Conditions 3,4 & 5 which are intended to be enforced in respect of new Major Tank Installations run as follows :—

(3) A distance of not less than one hundred feet shall be kept clear between one storage tank and another, and no tank shall be of greater height than 32 feet above ground level.

(4) A distance of not less than one hundred and fifty feet shall be kept clear between sheds or godowns for the storage of oil otherwise than in bulk and tanks for bulk oil storage, the distance being measured between the nearest points of the perimeters of the tanks or storage buildings, as the case may be.

Proviso.—Provided that where a screen wall intervenes, the distance to be kept clear shall be not less than one hundred feet.

(5) A distance of not less than one hundred and fifty feet shall be kept clear between any storage tank or building and any protected work.

Proviso.—Provided that where a screen wall intervenes, the distance to be kept clear shall be not less than one hundred feet.

3. Such provisions are, in our opinion, unduly onerous, and we are informed go considerably beyond what are insisted upon in England and America. Their observation would place an enormous pecuniary burden on the trade, and would lead to a most serious waste of the land set apart for its accommodation, which in Bombay is a very limited area.

4. We view the application of such extreme distance limits to be unnecessary, even as regards neighbouring property, whether that property be devoted to general purposes, or to other Bulk Oil Installations ; but, recognising the sentimental objections which may be advanced in such circumstances, and also bearing in mind the duty which rests on the authorities to exercise extreme solicitude in the protection of life and property, from the dangers of so-called hazardous trades, we do not propose to offer any objection to the proposed distances being applied, as between Bulk Oil Installations and their neighbours.

5. We venture to suggest, however, that the duty of the authorities to a very large extent might end with enforcing such precautions as will ensure the safety of the general public and neighbouring property, and we consider that a reasonable latitude should be allowed to the proprietors of Bulk Oil Installations as regards their own internal arrangements. That is, having laid down such distances, &c., as would present all due protection to neighbours and the public, we respectfully submit that the authorities are hardly called upon to insist on an individual owner going to great expense for no other purpose than to so separate his tanks and buildings within his own boundary, as to prevent a total loss to himself in the case of fire. The risk of total loss will be well weighed by all owners, and as it can concern such individual owners only, we venture to think that Government might safely leave the internal arrangement of Depôts to a very large extent to the regulations of the Insurance Offices, and the discretion of the owners where a total loss can be guarded against by precautions not pecuniarily inadmissible, no owner will neglect them; nor it is certain will the Insurance Offices condone arrangements which invite conflagrations.

6. Condition I provides that each tank shall be separately surrounded by a wall or embankment of substantial construction, and that the enclosure so formed shall be capable of containing 10 per cent. more oil than each tank is capable of containing. This separate enclosing is in our opinion an extreme and needless precaution, and it also seems exclusively a matter for the private concern of each individual owner, a fact apparently fully recognised in other countries, as we are advised that in England and America, like the distances above referred to, separate enclosures for each tank are not imposed. However, in deference to the views of Government, and because the cost of separate enclosing is not so excessive as to seriously handicap the trade, we do not now press for a reconsideration of this point although we desire to record our view that the condition is unnecessary and severe particularly when regarded along with the extreme distance limits suggested. We are further indisposed to press the point because we feel that the existence of such separate enclosures must to some extent strengthen our present urgent claim on the greater matter of having the proposed distance limits modified. For, provided every tank be separately enclosed in a wall or embankment as prescribed in the proposed rules and provided the

proposed distances as between Installations and their neighbours be observed, we respectfully represent that the probabilities of danger to the public will be so extremely remote as to make any rule as to distances within a depôt's boundaries an undoubted supererogation.

7. So far as the distance between an Installation and its neighbours is concerned, we have, as we have said above, decided to make no representation, although, now that these installations in such a centre as Bombay are being segregated in isolated areas set apart for the purpose, we think the proposed rules indicate a desire to allay unfounded anxiety by adding to the expense of an already heavily taxed and stringently regulated trade. But, so far as the internal arrangements of individual Installations are concerned we would earnestly press for a favorable consideration of our views.

8. While observing the proposed limits as between each depôt and its neighbours, we submit, provided the tanks be substantially enclosed by adequate retaining walls, *but not screen walls* that (1) a limit of, say, twenty feet between each tank and (2) a limit of, say, fifty feet between any tank and such sheds, godowns or protected works as may be within the area of the Installation, would afford more than ample precaution from the point of view of individual owners; while it would, in our opinion, go further than any Government could reasonably be called upon to go in the interests of public safety.

9. Government will no doubt remember the great oil fire at Antwerp and are doubtless aware that the conditions observed at this conflagration supply very valuable data for determining such a problem as we are now dealing with. At this fire it will be remembered the settling tank belonging to the Eifee Oil Company burned for four days alongside a large storage tank only nine feet distant, without the contents of the large tank igniting, and farther that several of the other large storage tanks of the Company mentioned burned themselves completely out without so much as damaging the surrounding compound wall 27½ feet distant.

10. In asking extreme urgency for this representation we would inform Government that the premises of the "Shell" Transport and Trading Company, Limited, and of the Royal Dutch Petroleum Company at Bombay are under notification for removal on account of the requirements of the New Docks, and accordingly these Companies are under the necessity of immediately commencing the

construction of new installations at Sewree. It is therefore of extreme importance that these Companies should know at the earliest moment the rules which Government insist shall be worked to.—We have, &c.,

W. & A. GRAHAM,
Agents, the "Shell" Transport and Trading Co., Ld.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1906.

No. 215 of 1906.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a communication addressed to you by Messrs. W. & A. Graham & Co., and others regarding the Draft Rules recently issued for major tank installations.

My Committee consider the proposals put forward by the above firms to be reasonable and practical, and in supporting their representation, they desire to draw your attention to the urgency and importance of the question, which, they trust, will receive the favourable and early consideration of Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1744 OF 1906.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 22nd March 1906,

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—With reference to your letter No. 215, dated 16th March 1906, regarding the draft rules for major tank installations, I am directed to forward, herewith, for the information of the Chamber, copy of a letter No. 1672, dated 19th idem, addressed by Government to Messrs. W. & A. Graham & Co., in the matter.—I have, &c.,

H. O. QUIN,
Secretary to Government.

No. 1672 of 1906.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 19th March 1906.

To MESSRS. W. & A. GRAHAM & Co., Bombay.

GENTLEMEN,—I am directed to inform you that the representation dated 8th March 1906, made by you and other firms with reference to the draft rules under Sections 9 and 12 of the Indian Petroleum Act, 1899, for the possession and storage of petroleum in British India has been forwarded to the Chief Inspector of Explosives and that it will receive the consideration of this Government when the draft rules are sent to them for opinion by the Government of India.—I have, &c.,

H. O. QUIN,
Secretary to Government.

APPENDIX D-3.

AMENDMENT OF THE INLAND STEAM VESSELS ACT AND THE INDIAN STEAM SHIPS ACT, 1884.

No. 354 G OF 1906.

MARINE DEPARTMENT,
BOMBAY CASTLE, 6th August 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copies of the papers noted in the margin containing proposals for the amendment of the Inland Steam Vessels Act VI of 1884, and the Indian Steam Ships Act VII of 1884, so as to make amenable to the provisions of those Acts all inland and sea-going motor vessels.—I have, &c.,

Letter to the Government of India, No. 100-G, dated the 2nd March 1906, and accompaniments, with subsequent correspondence with Commissioner in Sind.
Letter to the Government of India, No. 239-G, dated the 2nd June 1906.
Letter from the Government of India, Department of Commerce and Industry, No. 5800-7, dated the 24th July 1906.

R. E. ENTHOVEN,
Secretary to Government.

Merchant Shipping: Proposed amendment of the Inland Steam Vessels Act VI of 1884, so as to make it compulsory for all inland motor-driven craft to have properly qualified drivers on board.

No. 16-s., dated the 10th January 1906.

FROM the PORT OFFICER, Bombay,

To the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT.

I have the honour to state that, in view of the increasing number of motor-driven vessels plying in the Bombay Harbour and of the fact that they carry dangerous materials by means of which internal combustion is produced, the necessity for having properly qualified motor-drivers on board such vessels is apparent, and I therefore beg to submit herewith a draft of rules which I propose should be made for the examination of, and grant of certificates of competency to, engine-drivers of inland motor vessels. For the purpose of inland navigation I think it is sufficient to institute only one kind of examination of engine-drivers of motor vessels of 55 B. H. P. and under. For motor vessels of higher break horse power, certificates of competency as engineer granted under the Indian Steam Ships Act, or the Merchant Shipping Act, 1894, should be made valid. These rules will have to be issued under the Inland Steam Vessels Act, VI of 1884, but as no power is given therein to make rules for examination other than those pertaining to *steam* vessels, I would suggest that the Act might be amended as early as practicable so as to make it compulsory for all inland motor-driven craft to have properly qualified drivers on board. I am of opinion that the easiest way of bringing this class of vessels under the provisions of Act VI of 1884 inasmuch as they will have to be surveyed equally with inland steam vessels would be to define "motor vessels" under section 5 to "mean every description of vessels propelled by electricity of internal combustion"; to insert the words "or motor" between the words "steam vessels" wherever they occur, excepting sections 25-A and 28; and to add after clause (4) of the latter section a new section as follows:—

28-A. (1) An inland motor vessel having engines of 56 B. H. P. and upwards shall not proceed on any voyage unless she has—

(*a*) as her master a person possessing a first class master's certificate granted under this Act or a master's certificate granted under Act I of 1859 or the Merchant Shipping Act, 1894;

(*b*) as her engineer a person possessing an engineer's certificate granted under the Indian Steam Ships Act, 1884, or the Merchant Shipping Act, 1894.

(2) An inland motor vessel having engines of 55 B. H. P. and under shall not proceed on any voyage unless she has—

(*a*) as her master a person possessing a second class master's or serang's certificate granted under this Act or a certificate of the higher grade of the nature referred to in clause (*a*) of sub-section (1);

(*b*) as her engineer a person possessing a motor engine-driver's certificate granted under this Act or a certificate of the higher grade of the nature referred to in clause (*b*) of sub-section (1):

Provided that a motor vessel shall be deemed to have complied with this sub-section if she has as her master an engineer a person possessing both a second class master's or serang's certificate and a motor engine-driver's certificate granted under this Act.

2. The above suggested additional section is drawn up on the horse power standard for the masters and serangs since both Indian Acts adopted it, but I would respectfully point out that horse power of any kind gives little or no guide to the size of vessel which should be commanded by a first class master, a second class master or serang. The gross tonnage in my opinion is the best guide, and I am prepared to submit proposed limits for each class of certificate should Government desire it.

Rules for the examination of, and grant of certificates of competency to engine-drivers of inland motor vessels of 55 *B. H. P. (break horse power) and under.*

Certificates of competency granted to persons who pass requisite examination.

1. Certificates of competency will be granted to those persons who pass the requisite examination and otherwise comply with the requisite conditions. For this purpose examiners have been appointed and arrangements have been made for holding the examination whenever necessary at the Port of Bombay.

Hours of examination.

2. The examinations will commence at 10-30 a.m. and close at 5 p.m.

3. Candidates for examination must make their application upon Form Exn. 3 (*c*), which must be filled up at the Port Office. The form properly filled in, together with the candidate's testimonials, must be lodged with the President of the Board of Examiners not later than the day before the day of examination.

Application how to be made.

4. Testimonial of character and of sobriety, experience, ability and good conduct for at least the 12 months immediately preceding the date of application to be examined will be required of all applicants, and without producing them no person will be examined.

Testimonials required.

Qualifications of candidates.

5. A candidate must be of not less than 21 years of age.

(*a*) He must have served for a period of at least one year in a workshop where motor engines are made or repaired, and six months on board a motor-driven vessel which has been plying regularly;

(*b*) or, he must have been employed on board a motor-driven vessel, which has been plying regularly, for one year and a half,

(*c*) or, he must hold a certificate of competency as engine-driver issued under the Inland Steam Vessels Act, VI of 1884, or the Indian Steam Ships Act, VII of 1884.

(*d*) He must pass a *viva voce* examination before the Board of Examiners as to the working of a motor, the name and use of its different parts and also what defects are usually met with in the motor.

(*e*) He must be able to explain the action of the battery in use and how to remedy its defects.

(*f*) He must pass a practical test in driving a motor.

Report of examination.

6. A report of the examination will be forwarded to the President.

Fees to be paid for examination.

7. The fee for the examination will be Rs. 15. If the candidate fails in his examination, no part of the fee he has paid will be returned to him.

8. If the candidate fails in his examination, he may not present himself for re-examination until he can produce proofs of three months' further service in a motor-driven vessel, and in the case of candidates holding certificates as engine-drivers of the nature referred to in Rule 5 (*c*), after an interval of six months.

Failure.

9. Certificates of competency of engine-drivers of motor vessels shall be made out and issued in the form hereunto annexed. In the case of a candidate, who has passed the examination and holds a certificate of competency of the nature referred to in Rule 5 (*c*), his certificate will be endorsed to the effect that he can take charge of marine motor engines up to 55 B. H. P.

Certificates.

BY HIS EXCELLENCY THE HONOURABLE THE GOVERNOR OF BOMBAY IN COUNCIL.

Certificate of Competency as Engine-driver of an Inland Motor Vessel under Act VI of 1884.

To _____

Whereas it has been reported to His Excellency the Governor in Council that you have been found duly qualified to fulfil the duties of Engine-driver on an inland motor vessel having engines of 55 Break Horse Power and under, I do hereby, in pursuance of Act VI of 1884, grant you this Certificate of Competency as Engine-driver.

This _____ day of _____ 190 .

By order of the Government of Bombay,

Countersigned.

Secretary to the Government of Bombay

Commander, R.I.M.,

Port Officer of Bombay.

Registered at the office of the Port Officer of Bombay.

Number of Certificate.

Bearer_____ by caste_____

Date* and Place of Birth, showing village, thana and district_____

Residence, showing village, thana and district_____

Height_____

Personal description, stating particularly any permanent marks or scars_____

Signature_____

Any Engine-driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof becoming possessed of this certificate is required to transmit it forthwith to the Port Officer of Bombay.

Issued at Bombay on the_____ day of_____ 190 .

Commander, R.I.M.,
Port Officer of Bombay.

No. 100-G., dated the 2nd March 1906.

From the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT,

To the SECRETARY TO THE GOVERNMENT OF INDIA,
Department of Commerce and Industry.

I am directed to forward herewith copy of a letter No. 16-S., dated the 10th January 1906, from the Port Officer, Bombay, with its enclosures containing proposals for the amendment of Inland Steam Vessels Act, VI of 1884, so as to make it compulsory for all inland motor-driven craft to have properly qualified drivers on board.

2. For the reasons stated by the Port Officer, His Excellency the Governor in Council considers that legislation of the nature proposed is necessary, and if the Government of India concur in this view, I am to request that early steps may be taken for the amendment of Act VI of 1884.

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* If not known exactly must be stated on the best information or evidence.

3. I am to state that the Commissioner in Sind is being consulted in regard to vessels plying on the River Indus, and on receipt of his reply a further communication will be made, if necessary.

4. With reference to the remarks in paragraph 2 of the letter from the Port Officer, Bombay, I am to invite attention to the Resolution of the Government of India, Finance and Commerce Department, No. 474, dated the 3rd February 1891, in which it was decided that the basis of classification of Masters and Engineers should be the normal horse power of the engines of inland vessels and not the tonnage.

No. 101-G., dated the 2nd March 1906.

From the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT,

To the COMMISSIONER IN SIND.

Referred to the Commissioner in Sind for the favour of any remarks he may have to offer with reference to possible future requirements in the case of inland vessels plying on the River Indus.

No. M.—114, dated the 1st May 1906.

From the COMMISSIONER IN SIND,

To the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT.

With reference to Government endorsement No. 101-G., dated the 2nd March 1906, the Commissioner has the honour to state that there are at present no motor vessels on the River Indus. To meet possible future requirements in the case of such vessels whether plying on the Indus or in the inland waters of the Karachi harbour, it is desirable that the Inland Steam Vessels Act, VI of 1884, should be amended to enable rules to be passed, making it compulsory for engine-drivers to be properly certificated. The amendments of the Act and the draft rules proposed by the Port Officer, Bombay, appear to be sufficient.

2. The Commissioner is of opinion that a period of six months should be allowed to intervene after the rules become law, to enable drivers to obtain certificates of competency before the penalties prescribed in section 55 of the Act are enforced.

No. 221-G., dated the 16th May 1906.

From the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT,

To the PORT OFFICER, BOMBAY.

Referred to the Port Officer, Bombay (with reference to his letter No. 16-S., dated the 10th January 1906) for the favour of any remarks he may have to offer with reference to paragraph 2 of the memorandum from the Commissioner in Sind, No. M.—114, dated the 1st instant.

No. 313-S., dated the 22nd May 1906.

From the PORT OFFICER, Bombay,

To the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT.

With reference to the rule suggested by the Commissioner in Sind in paragraph 2 of his memorandum No. 114, dated the 1st instant, it would appear as though such an order would be *ultra vires*, since under section 69 (5) of the Inland Steam Vessels Act, VI of 1884, the proposed rules would take effect from the date of their sanction by the Government of India.

2. Under section 69 (1) of the Act the rules for the examination of motor-drivers will have to be published provisionally. Persons likely to be affected thereby will therefore have ample time to prepare themselves for the examination.

No. 259-G. OF 1906.

MARINE DEPARTMENT,
BOMBAY CASTLE, 2nd June 1906.

From H. O. QUIN, Esq., I.C.S.,
SECRETARY to GOVERNMENT,

To THE SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

SIR,—In continuation of my letter No. 100-G., dated the 2nd March 1906, I am directed to state, for the information of the Government of India, that the Commissioner in Sind concurs in the proposal for the amendment of the Inland Steam Vessels Act, VI of 1884, so as to make it compulsory for all inland motor-driven craft to have properly qualified drivers on board.—I have, &c.,

H. O. QUIN,
Secretary to Government.

No. 5800-7.

GOVERNMENT OF INDIA.

DEPARTMENT of COMMERCE and INDUSTRY.

(Merchant Shipping).

From W. L. HARVEY, Esq., C.I.E.,

SECRETARY to the GOVERNMENT of INDIA,

To the SECRETARY to the GOVERNMENT of BOMBAY,

MARINE DEPARTMENT.

SIMLA, the 24th July 1906.

SIR,—I am directed to acknowledge the receipt of your letters No. 100-G., dated the 2nd March 1906, and No. 259-G., dated the 2nd June 1906, submitting proposals for the amendment of the Inland Steam Vessels Act, 1884 (VI of 1884), so as to make it compulsory for all inland motor-driven craft to have properly qualified drivers on board.

2. I am to say that the Government of Burma has also recommended that the Act should be amended so as to bring motor vessels within its purview. It has been further suggested to the Government of India that as large and sea-going motor vessels are in course of construction, the provisions of the Indian Steam Ships Act, 1884 (VII of 1884), should also be extended so as to be made applicable to motor vessels.

3. The Director, Royal Indian Marine, has been consulted as to the necessity for an amendment of the law and as to the question whether, on the application of the Acts named to motor vessels, any alteration would be required in their provisions relating to horse-power standards. It will be observed that the references in section 28 of Act VI of 1884, and sections 31 and 32 of Act VII of 1884 are to nominal horse-power. He is of opinion that both Acts should be applied to motor craft, but that the present provisions of the law relating to horse-power standards can stand; for although Break horse-power is the commercial unit where motor engines are concerned, it need have no more legislative value than indicated horse-power in the case of steam-engines, and nominal horse-power as recognised by the Board of Trade is equally applicable to both.

4. The Government of India are of opinion that the proposed action is desirable, and it seems to them that the necessary legislation can perhaps best be effected by the insertion of a section in both the Inland Steam Vessels Act, 1884 (VI of 1884), and the Indian Steam Ships Act, 1884 (VII of 1884), somewhat as follows:—

"Any provisions of this Act applying to 'steam vessels' or 'inland steam vessels' (or 'steam-ships') shall apply to vessels propelled by electricity or other mechanical power with such modifications as the Governor-General in Council may prescribe for the purpose of adaptation." (*Cf.* Section 743 of the English Merchant Shipping Act, 1894.)

5. I am to request that the Government of India may be furnished with the opinion of His Excellency the Governor in Council on this proposal.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

No. 748 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1906.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge with thanks the receipt of your letter No. 354-G. of the 6th instant, together with copies of letters noted in the margin. The above have been duly circulated for the information of the members of the Chamber, and my Committee desire me to state that they have no remarks to offer regarding the proposed amendments.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX D-4.

INCOME TAX ASSESSMENT.

CHAMBER OF COMMERCE,
MADRAS, 28th May 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—This Chamber has recently addressed the Government of Madras with reference to the action of the income-tax assessors in imposing in certain cases an arbitrary percentage on the year's turnover instead of determining the actual profits in the usual manner, after examining the assessees' books. This Chamber would like to know if similar instances have been brought to your notice, and if so, whether your Chamber would be prepared to join in a representation to the Government of India on the subject, as this Chamber feels it would be useless to make representations in an income-tax matter of this kind unless all the Chambers are agreed and willing to take joint action.

I enclose for your information copies of the correspondence on the subject.—I have, &c.,

H. BEAUCHAMP, Ag. Secretary.

CHAMBER OF COMMERCE,
MADRAS, 3rd April 1906.

THE CHIEF SECRETARY to the GOVERNMENT of MADRAS.

SIR,—I have the honour to state that it has been brought to the notice of the Chamber by Mr. Hajee Mavalavi Ziauddin Mohammad, a local skin merchant of good standing and repute, that he has been assessed for income-tax on the arbitrary supposition of a profit of 5 per cent on his annua aggregate of sales during the year 1904-05, although his account books, which were duly produced, showed a profit on the turnover considerably less than that. The Chamber is informed by some of its members that this method of assessing income-tax has been resorted to in other cases in Madras, and that complaints from the assessees in such cases are frequent.

Apart from the objections which may be urged against the principle of this system of assessment, the Chamber would respectfully point out that the local skin trade in 1904-05 was generally bad,

and that the rate of profit on the turnover in any particular case might well have been considerably less than 5 per cent., as the assessing officer might have ascertained from enquiry. The Chamber, however, has more concern with the principle involved than with the details of the case presented to it. It seems to the Chamber that it is altogether wrong in principle to fix the income-tax assessment at an arbitrary rate on the general turnover of the year, especially when an assessee of good standing and repute produces his account books. Even in cases where the assessing officer has reason to mistrust such evidence, the Chamber considers that the assessment might be fixed by some less invidious and arbitrary method than that followed in the case under reference.—I have, &c.,

A. J. YORKE,
Chairman.

G. O., No. 367, Revenue , dated 23rd April 1906.

Read the following papers :—

From the Chairman, Chamber of Commerce, Madras, dated 3rd April 1906.

ORDER :—

The Chamber of Commerce will be informed that when as often happens the returns furnished to, and the accounts produced before the officer charged with the duty of making assessments to income-tax, are found to be incomplete or unreliable, it is necessary to base the estimate of the assessee's income on the best information that may be otherwise available. For this purpose the personal enquiries of income-tax officers are checked and supplemented by information derived from any accounts that may be furnished of the total turnover of the assessee's trade. The Government regret that it is impracticable until all assessees adopt the practice of maintaining complete, trustworthy and intelligible accounts to dispense entirely with this procedure.

(True Extract)
J. W. EVANS,
for Ag. Secretary to Government.

To the CHAIRMAN, CHAMBER of COMMERCE, Madras.

No. 481 of 1906.

CHAMBER OF COMMERCE,

BOMBAY, 7th June 1906.

THE ACTING SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 28th May last, regarding the action of Income-tax assessors in imposing in certain cases an arbitrary percentage on the year's turnover instead of determining the actual profits by an examination of assessees' books.

The subject has received the best consideration of my Committee, who, however, regret they do not at present see their way to supporting a representation to Government on the question. While realising the possibility of individual cases of hardship, they feel that under existing conditions in this country it would not be feasible to introduce a general change in Government procedure in this matter as long as accounts, as kept by the people, cannot be relied on for purposes of exact deduction.—I am, &c.

J. B. LESLIE-ROGERS, Secretary.

APPENDIX E-I

REDISTIBUTION OF WORK IN THE CUSTOMS HOUSE.

No. C-3304 of 1906.

Bombay Customs House,

24th February 1906.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to forward a copy of a letter addressed by me to the Commissioner of Customs regarding changes in the arrangement and distribution of work in the Customs House. If the Chamber desires to make any remarks on my letter, I should be glad to be favoured with them at an early date.—I have, &c.,

P. R. CADELL,

Collector of Customs & Opium.

No. C.—3303 of 1906.

Bombay Customs House,

24*th February* 1906.

From P. R. Cadell, Esq., I.C.S.,

Collector of Land Revenue, Customs and Opium, Bombay,

To the Commissioner of Customs, Salt, Opium & Abkari, Bombay.

Sir,—With the Imperialisation of the Customs Service, a considerable amount of redistribution of work will be necessary, and advantage can be taken of the opportunity to simplify and accelerate the procedure of the Customs House in some particulars.

2. As regards the Covenanted Assistant Collector, you are aware that he has hitherto acted as a Personal Assistant to the Collector. The latter has always dealt with all questions concerning the personel of the department, and has disposed of all important matters.

But the exigencies of his other duties have rendered it necessary for all papers to go through the Assistant Collector, and for him to exercise his discretion as to which should be seen by or need the orders of the Collector. But the Collector will now be able to devote his full time to Customs matters, and for the Assistant Collector to remain by him would not only be an unnecessary duplication of work, but would not allow the Assistant Collector either to exercise any independent authority or to acquire a thorough acquaintance with the actual working of the department. As one of the most important objects of having a member of the Indian Civil Service among the Assistant Collectors is to train officers to serve as Collectors, it is important that the Assistant Collector should be thoroughly familiar with the highly specialized procedure and usages of the Customs House. This might, indeed, be attained by obliging him to serve successively in all the different departments. Such an arrangement would, however, not only cause inconvenient re-arrangements of duties, but the work of the minor departments being to a great extent a matter of routine would afford the Assistant Collector work which would be neither sufficiently intellectual not attractive to occupy fully his powers. It is preferable to send him in a position of authority to the Prince's Dock Customs House, where nearly all branches of Customs work would come under his view. The Government of India's scheme, moreover, contemplates the reduction of one Uncovenanted Assistant Collector, and it is presumed that this should be provided for immediately.

3. At the same time the procedure for importers is capable of simplification. The existence of two Customs Houses, the Town and Prince's Dock, is not a cause of much inconvenience, since the former is near the offices and it is easy for importers to deliver their bills of entry there. Unless, however, the importer proceeds on the Permanent Deposit System he has unnecessary journeys between the two Customs Houses for the payment of duty and completion of documents. The following modifications in the existing scheme are therefore proposed:—

(1) The Export Department will remain as at present at the Town Customs House, but the Import Inspecting Department will be abolished.

(2) The staff at the Town Customs House will be reduced from one Covenanted and three Non-covenanted Assistant Collectors to

two Non-covenanted Collectors, while the existing staff of three Non-covenanted Assistant Collectors at the Prince's Dock Customs House will be increased by the addition of the Covenanted Assistant Collector.

(3) By amendments in the import procedure, the importer will not be required to return to the Town Customs House after delivery of the Bill of Entry at the numbering stage.

(4) It will, therefore, be necessary for the Bill Examining and Comparing Staff now at the Town Customs House together with that section of the Cash Office which is concerned with the receipts of Customs duty *paid in Cash to* be located at the Prince's Dock Customs House.

(5) Except in the case of payment under the Permanent Deposit System the Chief Account Officer will cease to sign duty bills.

(6) The Assistant Collector, Import Department at the Town Customs House, being relieved of the duty of signing the duplicate or "red" copy of the Bill of Entry, will perform the duties of the present Assistant Collector, Import Inspecting Department.

4. The import procedure will then be, stated as briefly as possible, as follows:—The Bill of Entry is first presented in the Import Department for "numbering," *i.e.*, for comparison with the Import General Manifest. This completed, it is taken to the Appraising Department where the Head Appraiser notes on it the name of the Appraiser who should appraise the goods. After appraisement by the latter, the original (black) Bill of Entry is returned to the Head Appraiser who examines the Appraisement and initials the Bill of Entry in token of approval. The Bill of Entry is then taken to the Assistant Collector for his signature. It may be noted that the examination by the Assistant Collector will be much more real than in the past and will form the principal part of this (the senior non-covenanted) Assistant Collector's duties.

5. The importer will then have had his goods appraised and the rate of duty noted in the original (black) Bill of Entry. All he has to do is to calculate the amount of duty and get permission to remove his goods. To do this at present he has to visit (unless he has a Permanent Deposit) three Departments and two Assistant Collectors, and even then does not get his receipt for duty

paid (the Duty Bill) for a day or two. It is now proposed that, having the original (black) Bill of Entry with him, he should prepare simultaneously the Blue (Duty Bill) and Red (Out of Charge Note) copies of the Bill of Entry. He would present these 3 documents to a Bill Examiner who would—

(1) Check calculation of duty.

(2) Compare Blue with Black to see that the particulars of duty agree.

(3) Compare Red with Black to see that the particulars as to marks, weight and description agree. The Examiner would pass the papers to a checker who would check the work, and, if correct, hand the papers to a Shroff who would—

(1) Receive the amount of duty,

(2) Enter the amount of duty in his Register,

(3) Give the Black and Blue copies a number from his Register and return the papers to the importer.

5. The importer would then take all three documents to (another) Assistant Collector who would, after check, sign the Blue copy in token of duty payment and the Red as out of charge Note, and return these to the importer, retaining the Black original. The importer would then be finished with the Customs House.

6. This Assistant Collector would practically only have to satisfy himself that (1) duty had been rightly calculated and paid on the value appraised on the original, and (2) that the proper amount had been entered by the Shroff in his register, for which purpose he would have to see the latter's Register. So long as the Black copy was carefully preserved, there would be no risk, as short payments would be detected in the Statistical Office.

7. The duties of the Non-covenanted Assistant Collectors can then be summarised as follows :—

(1) the Junior or 5th would, as at present, continue in charge of Shepherd's Special Establishment, in Prince's Dock Customs House.

(2) The next Senior or 4th would continue, as at present, in charge of the Export Department in the Town Customs House.

(3) The next Senior or 3rd would be entrusted with the duties detailed above in regard to the Blue and Red copies at the Prince's Dock Customs House.

(4) The next Senior or 2nd would be in charge of the Import Department at the Town Customs House. He would be relieved of the duty of signing the Red Bill of Entry, but he will have to supervise the putting in and clearance of Manifests, a subject which is hardly given sufficient attention at present. He will also perform the duties of the present Assistant Collector, Import Inspecting Department, in regard to bonding, registration of imports of arms, assessment of goods landed at the Town Customs House, and passengers' baggage. As the Senior Assistant officer in the Town Customs House, he will have an important position.

(5) The Senior Assistant Collector will, as stated above, be responsible for appraisement of goods at the Prince's Dock Customs House. He will have the Appraising, Inspecting, and Gauging Establishments under him, will be required to visit the sheds, and except when the Covenanted Assistant Collector is fully experienced, will continue to exercise the penal powers he now possesses, and the Collector will look to him for technical opinion on many points. He would also supervise the Head Appraiser in the maintenance of the register of market values.

8. The Covenanted Assistant Collector would be in charge of the Prince's Dock as its administrative head, and all papers from there would be signed by him or would pass through him to the Collector, and he would supervise generally the working of all Departments in the Customs House. When fully experienced he could hold powers co-ordinate with the Senior Non-covenanted Assistant Collector. There is no doubt that this work will, as he gains experience, somewhat overlap that of the Senior Non-covenanted Assistant, but so long as the Covenanted Assistant remembers that he is posted to the Customs House for his own training as well as for administration, I do not see why both officers should not be fully and usefully employed.

9. I may note that the charge of the Statistical office now held by the Covenanted Assistant Collector directly under the Commissioner should revert to the Collector. The Collector should be in touch with trade publications, a principal means of securing which is to watch the statistics of the port. Moreover, the Covenanted Assistant Collector will, if at the Prince's Dock, be at a distance from the Reporter General's Office.

10. I am sending a copy of this letter to the Chamber of Commerce in order that its opinion and advice on the change of procedure proposed and any other that may seem advisable to it, may be obtained.—I have, &c.,

P. R. CADELL,

Collector of Customs & Opium.

No. 235 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 29th March 1906.

P. R. CADELL, ESQ., I.C.S.,

COLLECTOR of LAND REVENUE, CUSTOMS & OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 3304 of the 24th February 1906, with which you were good enough to forward copy of a communication addressed by you to the Commissioner of Customs regarding certain changes in the arrangement and distribution of work in the Bombay Customs House.

These papers have been considered carefully by my Committee and also circulated to Members for their opinions and suggestions, and I am to say that they are in general agreement with the views expressed by you in your communication to the Commissioner.

The Committee would, however, be glad to be favoured with information on the following points :—

(*a*) As to whether the work of checking and comparing Bills of Entry will be amalgamated or conducted as at present by separate Departments.

(*b*) As far as the Committee understand, the system of Permanent Deposits, as at present conducted, remains unaltered under the re-organisation scheme now contemplated, and they will be glad to know if this is so. Under the present arrangement this Department of the Customs is closed at 2-30 P.M., whereas cash can be paid into

petty Customs at Dock (and presumably also into the proposed new Cash Department there) until 5 P.M The Committee would suggest that the Permanent Deposit Department should be kept open until 4 P.M. in view of the Dock Office remaining open till 5 o'clock.

The Committee understand that at present great delay is experienced by Merchants in getting Manifest numbers at the Town Customs House, and they would therefore suggest for your consideration the desirability of strengthening this Department as well as the Comparing Department under the scheme now under contemplation.

The Committee would point out in this connection that owing to the rapid increase in trade, the present Docks are now almost always in a congested condition, and this must continue until the new Dock is ready. Unless therefore every facility is given to Importers by the Customs, this congestion must increase, and as they consider such facilities are best afforded by strengthening the staffs above referred to, they trust you will give these suggestions your favourable consideration.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. C—8697 OF 1906.

BOMBAY CUSTOM HOUSE,
2nd June 1906.

TO the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your No. 235 of 29th March 1906, I have the honour to forward a copy of an order showing the changes in establishment and procedure to be introduced from 15th June 1906.

2. With reference to the points noted in your letter, I have the honour to observe:—

(*a*) The work of checking and comparing Bills of Entry will be conducted in one department. Documents relating to goods landed at the Town Customs Bandar and Bandars south of it will be completed as before at the Town Customs House, but in the case of goods landed elsewhere, the whole work of checking and comparing will be done at the Prince's Dock Customs House.

(*b*) You will see that payments can be made and credit obtained up to 4-30 P.M., though cheques requiring enquiry must be held over after 2 p.m.

3. I fully agree with the Chamber as to the importance of ascertaining the giving of manifest numbers, and an increase of establishment is being sought under this head.—I have, &c.,

P. R. CADELL,
Collector of Customs and Opium.

No. 2655.

BOMBAY CUSTOM HOUSE,
1st June 1906.

The following changes in the Customs Procedure and in the distribution of Establishment will be made from 15th June.

2. The Import Inspecting Department will be abolished.

3. Bills of Entry of goods landed at the Town Customs House Bandar, and atB aLdars south of it, and of free goods will as at present be presented and completed (including appraisement where necessary) at the Town Customs House in the Import Department.

4. Bills of Entry for goods landed north to the Town Customs House Bandar will be presented at the Town Customs House for numbering. They will then be taken to the Prince's Dock Customs House for appraisement and examination of goods. After check of appraisement by an Assistant Collector, the Red (Out of Charge Note) and Blue (Duty Bill) copies of the Bill of Entry will be prepared. After check by the Bill Examiners and Checkers, payment will be made at the Prince's Dock Custom House, except in the case of Permanent Deposit Accounts, which will continue to be paid at the Town Customs House.

5 The importers' documents will be then examined by an Assistant Collector who will sign the Duty Bill and out of Charge Note.

6. The following changes of Establishment will be necessitated by the above orders.

Five Bill Examiners and one Permanent Deposit Clerk will be transferred and one peon from the Import Inspecting Department to the Prince's Dock Customs House and the remaining two Bill Examiners to the Import Department.

Two Index Clerks will be transferred from the Import Department to the Prince's Dock Customs House.

Two Shroffs and two clerks will be transferred from the Chief Account Office to the Prince's Dock, remaining as a temporary measure on the Chief Account Officer's Establishment.

7. The following orders are passed regarding times of payment.

Ordinary payments made in Cash will be received at the Town Customs House up to 3-30 p.m., and up to 3 p.m. at the Prince's Dock Customs House. On Saturdays and half holidays the hours will be 1 p.m. and 12-30 p.m. at the Town and Prince's Dock Customs Houses, respectively.

Payments will be received after these hours up to 4-30 p.m. on ordinary days, but they will not be credited till the following day's accounts.

Payments under Permanent Deposits will be received up to 2-30 for cash payments and up to 2 p.m. for cheques on ordinary days. On Saturdays and half holidays the hours will be 12-30 p.m. and 12 noon, respectively. Payments will be received up to 4-30 p.m. on ordinary days, but will not be credited till the following day's accounts.

Credit will be given for sums received up to 4-30 p.m., but in the case of cheques received after 2 p m., credit may, at the discretion of the Chief Account Officer, be held over till next day.

Collections at the Prince's Dock should be sent so as to reach the Cash Office at the Town Custom House by 3-45 p.m. and on Saturday by 1-15 p.m. They will be sent from the Cash Office to the Bank under one challan. Only those original Bills of Entry should be sent daily from the Prince's Dock Customs House to the Reporter General's Department, for which collections have been remitted on that day.

P. R. CADELL,
Collector of Customs and Opium.

No. 507 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 14th June 1906.

P. R CADELL, ESQ., I.C.S.,
COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—I am directed by my Committee to acknowledge receipt of your letter No. C/8697 of the 2nd instant, and to thank you for the information it contains.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX E-2.

THE NEW CUSTOM HOUSE.

No. 5425 of 1906.

REVENUE DEPARTMENT.
BOMBAY CASTLE, 4th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to state that the Governor in Council desires to appoint a Committee consisting of the Commissioner of Customs, Salt, Opium and Abkari (President), the Collector of Customs, Bombay, the Chairman, Bombay Port Trust, and a representative of the Chamber of Commerce, Bombay, to consider and report what new arrangements, if any, should be made for the transaction of Customs House business in view of the scheme for new Docks now being carried out by the Port Trustees. I am accordingly to request that the Chamber will be so good as to intimate to the Commissioner the name of the person whom they propose as their representative on the Committee.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

No. 484 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 7th June 1906.

The UNDER-SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT, Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5425 of the 4th instant, and to inform you that the Hon'ble Mr. H. E. E. Procter has been nominated to represent the Chamber on the Committee for the consideration of business arrangements in connection with the new Docks now being construced by the Port Trustees.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY CUSTOM HOUSE,

15th August 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that I have been requested by the Committee appointed by Government to consider the question of the alteration in Custom House arrangements, necessitated by the construction of the New Docks, to inform you that the Committee considers that the following alternative courses are possible for the convenient disposal of Customs work.

(*a*) To establish a new branch Customs House at the New Docks at or near the point marked A in the plan, maintaining the present Town Customs House and Customs Basin, as well as the Prince's Dock Customs House. The Committee is of opinion that this arrangement would not conduce to administrative efficiency.

(*b*) To reclaim an area South-East of the present Ballard Pier, at the place marked B on the plan on which a new Central Customs House would be built, and which would form a basin for the Customs Boats.

(*c*) To build a Central Customs House at or near the point marked C in the plan, and to construct a basin south of the present Ballard Pier with separate arrangements for the examination of cargo landed from the stream.

2. With reference to the alternative (*a*), it must be borne in mind that this would not meet the requirements of the Director, Royal Indian Marine, who, it is understood, desires to acquire the present Customs Basin and to extend the limits of the Dockyard to the Arsenal.

3. I have the honour to request that you will favour the Committee with the opinion of the Chamber as to which of the proposed alternatives will best meet the requirements and convenience of the mercantile community. A plan is attached.—I have, &c.,

P. R. CADELL,
Secretary to Committee.

No. 831 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 28th September 1906.

P. R. CADELL, ESQ., I.C.S.,
SECRETARY TO THE COMMITTEE.

Re Customs Arrangements.

SIR,—I have the honour to acknowledge receipt of your letter of the 15th ultimo, regarding the question of the alteration in Custom House arrangements necessitated by the construction of the new Docks with proposals for the erection of a Central Customs House on alternative sites as described in the plan accompanying your letter.

The whole subject has received the careful attention of my Committee and your letter has also been circulated to all Members and their opinions obtained on the proposals. The consensus of opinion is in favour of the new Custom House being situated near the Ballard Pier, and in this respect the site B suggested by you is preferred to the other alternatives. The site B, however, is not considered suitable partly on account of the fact that it would be in the way of any further Dock extensions southwards, and partly because it would seriously interfere with the berth alongside the wharf to the east of it which the Chamber understands will be extensively used.

In the opinion, therefore, of the Members of this Chamber, the site marked D in the accompanying plan is the most suitable for the new Central Custom House, and a Basin for Customs purposes could be constructed across the road directly to the south of it.

In conclusion, I am directed by my Committee to point out, with reference to para 2. of your letter, that if the present Docks are to be extended in the future, as it is almost certain they will have to be within the next 20 years, the only available site for such a purpose would be to the south of the present Ballard Pier, and they would therefore take this opportunity of protesting, on behalf of the mercantile community, against the proposed extension of the present Government Dock further towards the north ; and they would ask that, should any such proposals be brought forward hereafter, before any action is taken, the Chamber of Commerce might be allowed to lay its views on the subject before the Government.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX E-3.

CUSTOMS IMPORT DUTIES.

CHAMBER OF COMMERCE,
BOMBAY, 12th December 1905.

The COLLECTOR of CUSTOMS, LAND, REVENUE and OPIUM,
Bombay.

SIR,—It has been brought to the notice of my Committee that an import duty of 5 per cent. is being charged on handkerchiefs as per sample sent. As these are made up in pieces of twelve, it is not quite clear why they should be treated differently to printed handkerchiefs on which the 3½ per cent. duty is levied. In the opinion of the Committee the goods in question should be regarded as cotton piece-goods and be charged the usual 3½ per cent. Trusting the matter will receive your early and favourable consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. C/2993 of 1906.

BOMBAY CUSTOM HOUSE,
19th February 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your letter of 12th December, I have the honour to state that the goods of which a sample accompanied your letter were charged at the higher rate of duty on the following grounds:—

(1) They are not staple cotton piece-goods, as ordinarily understood by the trade, and as intended by the legislature to fall within the lower rate of duty. That is to say, they are not manufactured, imported and sold in lengths of considerable extent, and recognized by the trade. These particular handkerchiefs, I may note, are not stamped with their length, but even had they been so, they would not have come within the limits above mentioned.

(2) The handkerchiefs are intended for domestic use, most probably as table or cushion covers, and can be used as such without material alteration. They therefore are classed more correctly as "haberdashery" than as piece-goods.

2. As the above opinion will, if generally applied, cause some alteration, in the case of certain articles, in the procedure of this Customs House, I should be glad to be favoured with the further views of the Chamber of Commerce should the Chamber desire to communicate them.—I have, &c.,

P. R. CADELL,
Collector of Customs and Opium.

No. 157 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 2nd March 1906.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. C/2993 of the 19th ultimo, and to thank you for the same.

In reply I am to say that as regards the question of differentiation between piece-goods and haberdashery, my Committee are of opinion

that the Custom House should treat all such points as broadly as possible, for confusion and hardship will arise if attempts are made to distinguish on fine lines between such closely related articles.

This subject quite recently engaged the attention of the Chamber, and my Committee on that occasion addressed the Government of India suggesting that all imported cotton cloths should be assessed at a general rate of 3½ per cent., so as to avoid questions of this nature in future; and I may add that in this matter the Bengal Chamber strongly supported our proposal. In conclusion my Committee believe that the suggested simplification of procedure would be to the mutual advantage of both your Department and the mercantile community generally.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 298 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 12th April 1906.

The COLLECTOR of LAND REVENUE and CUSTOMS,
Bombay.

SIR,—I am directed to draw your attention to my Committee's communication No. 157 of the 2nd March last, urging that in the matter of classification no differentiation should be made between piece-goods and haberdashery.

My Committee trust you have been able to coincide with their views, and would be obliged if you would kindly favour them with a reply.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. C/6745 OF 1906.

BOMBAY CUSTOM HOUSE,
27th April 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your No. 298 of 12th April 1906, I have the honour to state that the point raised in your letter is under the

consideration of Government, to whom the views of the Chamber are, I believe, well known, and the orders of Government may be awaited.—I have, &c.,

P. R. CADELL,
Collector of Customs and Opium.

No. C/7911 of 1906.

BOMBAY CUSTOM HOUSE,
18th May 1906.

To MESSRS. MADHOWJI & NAOROJI, Bombay.

GENTLEMEN,—With reference to your letters, dated the 7th and the 20th April 1906, I have the honour to inform you that the embroidered nets in question will be passed at the rate of 3½ per cent, and to state that cotton goods which are admitted to be recognisable by the usage of trade as piece-goods and which are not capable of being used without manipulation for domestic purpose or as wearing apparel will be charged at the 3½ per cent rate. This will not however affect the treatment of saris, scarves, chadars and dhuties, in so far as they are at present assessed at the lower rate even when capable for use as apparel without manipulation.—I have, &c.,

P. R. CADELL,
Collector of Customs and Opium.

No. C/7913 of 1906.

BOMBAY CUSTOM HOUSE,
18th May 1906.

Copy forwarded for information to the Secretary, Chamber of Commerce, Bombay.

P. R. CADELL,
Collector of Customs and Opium.

APPENDIX E-4.

SPANISH STRIPES.

No. C/3906 OF 1906.

BOMBAY CUSTOM HOUSE,
6th March 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to bring to the notice of the Chamber that the description "Spanish Stripes" which was formerly applied, and is still properly applicable, to cloth made of wool only, has been recently attached to an article of cotton manufacture, and consignments of cotton goods so marked have been allowed to pass the Customs House without objection. It is believed that both descriptions are recognized in the market, woollen Spanish Stripes being sold at 13 to 14 annas per yard against 3½ to 4½ annas for cotton Spanish Stripes.

2. It has, however, been recently held in this Custom House that Spanish Stripes is properly the description of woollen cloth only, and that cotton articles so marked bear a false trade description. I should be obliged by being favoured with the opinion of the Committee, whether—

(1) "Spanish Stripes" consisting of cotton are recognised in the market, and

(2) whether it is desirable to insist on consignments of such articles in future being marked "Cotton Spanish Stripes."—I have, &c.,

P. R. CADELL,
Collector of Customs & Opium.

No. 238 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 30th March 1906.

P. R. CADELL, Esq., I.C.S.,
COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM,
Bombay.

SIR,—With reference to your communication of the 6th March regarding "Spanish Stripes," I am directed to say that the above

article may be of wool, or cotton, or a mixture of both ; and that while the words " Spanish Stripes " usually designate woollen cloth only, the words " Cotton Spanish Stripes " and " Cotton and Wool Spanish Stripes " should be marked on the other varieties above named.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX E-5.

CUSTOMS DUTY ON GOODS SHORT-LANDED.

No. 248 OF 1906.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 3rd February 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to hand you copy of a letter of 23rd January, from the Secretary, Calcutta Liners' Conference, with accompanying papers, with reference to the question of charging duty in future on contents found short in packages. Under orders of the Board of Revenue passed in 1889, such duty has never been levied in this port although apparently this has not been the case at other Indian Ports. It is now understood that Government intends to levy it in future so as to bring the practice here into line with that followed at the other maritime Customs Houses of India.

The Committee of the Chamber would feel much obliged if you would inform them what is the practice followed by the Customs authorities at your port in connection with this matter, and in the event of its being as stated in the papers enclosed, I am instructed to enquire whether your Committee would join in a representation to the Government of India to get it assimilated to the practice prevailing here, which is manifestly the equitable one.—I am, &c.,

W. PARSONS,
Secretary.

CALCUTTA LINERS' CONFERENCE,

101, CLIVE STREET,
CALCUTTA, 23rd January 1906.

The SECRETARY, BENGAL CHAMBER of COMMERCE.

DEAR SIR,—At to-day's meeting of the Liners' Conference, I was directed to address the Committee of the Bengal Chamber of Commerce on the following point, and to ask them to take the matter up with Government.

Customs duty has hitherto not been charged in Calcutta on contents found short in packages, but it is understood that Government intends to levy it henceforward so as to bring Calcutta into line with other Indian ports. The enclosed papers, marked (*A*), will show you the position, and those marked (*B*) that in 1889 the Board of Revenue passed a resolution and order that such duty was not leviable.

The Liners' Conference would therefore request the Committee of the Chamber to protest against the custom of the port being altered in this respect, and rather to act in conjunction with the Chambers at other Indian ports to endeavour to get the practice there assimilated to that of Calcutta, which is manifestly equitable.—I am, &c.,

F. H. STEWART,
Secretary.

(*A*)

Clause 17, *Section* 167 *of Sea Customs Act* 8 *of* 1878 *duty on shortage or partial shortage of contents.*

With reference to the decision which, it is understood, has recently been arrived at to charge duty in future at Calcutta on contents found short in packages, it is submitted that according to the Act this charge is not leviable, and in support of this contention an extract from Resolution No. 263 passed by the Board of Revenue in April 1889 is attached herewith.

It is contended that a ship cannot be held responsible for duty on deficiency of contents when the contents have not been specified, and this view was held, as will be seen on reference to the Resolution, by the then Advocate-General and Legal Remembrancer.

It is understood that in 1891 the question was again opened and the Government of India then decided that a ship was responsible under the Act for contents short in any package, but a ruling to this effect does not appear to have been made in Calcutta, and the Resolution above referred to has been in force in Calcutta since it was passed in 1889.

The 1891 decision of the Government of India has apparently been given effect to at other ports, for instance, Karachi, Bombay and Madras. It is contended that it was never intended to charge duty on articles which were never imported, but under the decision of 1891 the ship is made responsible for duty on goods which, through various contingencies, it has become obviously impossible to land, for instance the loss of liquors through breakage or leakage and pilferage, which has frequently been proved to have taken place before the vessel has reached India.

It is a matter of common knowledge that pilferage often occurs in the London Docks before goods are shipped, and in the case of transhipment goods it is obviously unfair to charge the latter carrier with penalties which may have been due to circumstances occurring long before the goods were transhipped.

As this is of great importance to ship-owners, it is now urgently sought that this matter should again be taken into consideration by the Government of India, and that legal opinion as to the meaning of the Act should be taken as was done in 1889.

It is not known that the decision of 1891 was based on legal opinion controverting the legal rulings given in 1889, and as it is felt that it is the wish of the Government of India that the Act should be interpreted equitably and not in an arbitrary and unjust spirit, it is suggested that the Bengal Chamber should endeavour to get the Chambers at other ports to act in conjunction with them.

(*B*)

Read an appeal petition, dated 8th February 1889, from the Superintendent of the Peninsular and Oriental Steam Navigation Company against the order of the Collector of Customs, Calcutta, passed under Clause 17, Section 167 of the Sea Customs Act, VIII of 1878, whereby a penalty equal to the amount of duty has been imposed in respect of certain goods found deficient on examination by the Customs Officers.

Read also a report No. 99, dated 27th March 1889, from the Collector of Customs, Calcutta, on the above appeal, and a letter from the Superintendent and Remembrancer of Legal Affairs, No. 76, dated 17th April 1889.

Resolution.

Customs.

JOHN BEAMS, Esq.

It appears that certain cases containing whisky and brandy were landed from the steamers "Chusan" and "Parramatta" and placed in the Port Commissioner's Warehouses. They were surveyed by the Customs Officers in the first instance on the next day, in the second on the fourth day after landing. In the first consignment 38 quarts of liquor, in the second 11 quarts were found deficient, and on this deficiency the penalty was imposed on the Company, the owners of the vessels.

The appellant Company raise two objections to this order:—

1*st.*—That the penalty is leviable on any deficiency as compared with the import manifest of the vessel, and that as the manifest merely specifies so many cases and does not state how many bottles there are in each case, it cannot be imposed on account of the number of bottles in a case being found short.

2*nd.*—That the penalty is leviable on goods not found or found short "on board the vessel," and that it cannot be levied in cases when the goods have been removed from the vessel into a warehouse before being examined.

The case being one of considerable importance to the mercantile community, the Board have thought it advisable to obtain legal opinion on the point and have consulted the Hon'ble the Advocate-General and the Legal Remembrancer. After considering the opinion given by those authorities, the Board have arrived at the following conclusions:—

As to the 1st objection, Clause 17, Section 167, does not authorize the levy of a penalty on deficiency in the contents of a package entered in the manifest as "a package contents unknown" without specification of the number of bottles or other articles it may contain. The penalty is leviable "on every missing or deficient package or separate article," and it is the opinion of the Board that the expres-

sion "deficient package" refers to the case of cargo shipped in packages while the expression "separate article" applies to the case where cargo is shipped in bulk. A deficiency discovered by comparison of the contents of packages with the Consignees invoice is not a deficiency of the kind contemplated in the Law. It would obviously be impossible for the master of a vessel to count the contents of every package delivered to him for carriage, and when he does not know the contents he cannot equitably be held liable for any deficiency in them.

As to the 2nd objection, the wording of Clause 17 restricts the levy of the penalty to the case of goods found short "on board of the vessel" and this expression cannot be extended to goods which have been removed from shipboard. It would not be resonable to hold any man responsible for loss to property, which was not in his custody or control. Section 85, it is true, permits the discharge of the cargo of a vessel into the custody of the Ship's Agents for the purpose of landing it at a wharf belonging to Port Commissioners, &c., but this is not, as the Collector contends, equivalent to continuing the responsibility of the master over the cargo after it has been removed from his custody.

As Clause 17, Section 167, allows of the imposition of a penalty only on the master when the responsibility of the master ceases the power of imposing the penalty ceases also, and it cannot be levied from the owners of the ship as seems to have been contemplated in the present instance.

For the above reasons, the Collector's order is reversed.—

By order, &c.,
K. G. GUPTA,
Officiating Secretary.

No. 720-B.

Order.—Ordered that a copy of the foregoing Resolution, together with the original enclosures of his petition, be forwarded to the Superintendent of the Peninsular and Oriental Steam Navigation Company.

By order of the Board of Revenue, L. P.,
J. KNOX ORD,
Superintendent.

CALCUTTA, 9th May 1889.

No. 119 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 17th February 1906.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter No. 248 of the 3rd instant, on the subject of Customs Duty on shortages.

In reply I am to inform you that your letter is receiving the sympathetic and careful consideration of the Committee, who in the meantime beg to refer you for further information to their previous correspondence published in the Annual Report of this Chamber for the year 1903, which will show you that after much enquiry and correspondence with the Collector of Customs, the Committee of that year did not feel justified in proceeding in the matter.

The subject may appropriately be placed under two heads, *viz.*, the levy of Customs duty (*a*) on goods short-landed, and (*b*) on shortages of contents found in packages landed in good condition. The practice prevailing in Bombay is to hold the ship liable for duty for any shortage, though this has never been willingly acquiesced in by the Shipping Companies. The theory on which the Customs Department proceed is that all goods manifested and not landed through the Customs House have in fact been landed in contraband. It is recognised that, when a reasonable presumption exists that the goods in question had been so landed, the theory stated is the only practicable one, but my Committee maintain that it is unreasonable to exact penalty duty in cases in which all the probabilities are opposed to that theory.

My Committee, therefore, whilst objecting to any action that might or would transfer the liability from the ship to the importer, are prepared to support you in urging Government to undertake not to charge shortage duty on either party, and to assimilate the practice throughout India to what is considered the more equitable one now prevailing in Calcutta.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 622 OF 1906.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 28th March 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge, with thanks, receipt of your letter No. 119 of 17th February 1906, and to enclose for your information copy of my letter of this date to the Secretary to the Government of India, Department of Commerce and Industry, the representation in which, the Committee trust, you will be good enough to support as kindly promised in your letter under reply.—I am, &c.,

W. PARSONS,
Secretary.

No. 612 OF 1906.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

CALCUTTA, 28th March 1906.

To the SECRETARY to the GOVERNMENT of INDIA,

DEPARTMENT of COMMERCE and INDUSTRY.

SIR,—The attention of the Committee of the Chamber has been drawn by the Liners' Conference, representing, as you are no doubt aware, the principal steam-ship lines running from the United Kingdom to this port, and also by the representatives of the coasting trade to a change which it is stated is about to be introduced under the orders of the Government of India in the present system of levying Customs duty on the contents of packages found short on being landed here.

2. The system now followed by the Customs House Authorities in Calcutta, which it is contended is a correct and fair one, is based on orders issued by the Board of Revenue, L. P., on the 9th May 1889, and has been followed here without intermission for the past seventeen years. The Committee are now, however, informed tha

under orders issued by the Government of India in 1891—which do not appear to have been promulgated at any rate in Calcutta—vessels are to be held responsible, under the Customs Act, for duty on contents short in any package. The Committee, while bound to admit that this ruling is apparently operative in the ports of Bombay Madras, Karachi and Rangoon, have ascertained from the Committees of the Bombay, Madras and Karachi Chambers that they consider that the practice prevailing in those ports is objectionable and should be assimilated to the more equitable system at present in force in Calcutta instead of *vice versa*. They are of opinion that the Calcutta practice is the correct one, and the Committee of the Bombay Chamber especially emphasize their opinion that the liability for duty on shortage should not be imposed either on the ship or the importer.

3. In the view of the Committee a vessel cannot be held responsible for duty on deficiency of contents when the contents have not been specified, and the Committee would further contend that it can hardly be the intention of the Government of India to charge duty on articles which have never been imported. Under the ruling of 1891, so far as the Committee understand it, the ship is made responsible for duty on goods which through various contingencies it has become obviously impossible to land, as for instance the loss of liquors through breakage, or leakage, or pilferage, all of which have frequently been proved to have taken place before the vessel has reached India. It is a matter of common knowledge that pilferage often occurs in the London Docks before goods are shipped, and in the case of transhipment goods it is obviously unfair to charge the latter carrier with penalties which may have been due to circumstances occurring long before the goods were transhipped.

4. Under the above circumstances the Committee would respectfully request the Government of India to reconsider the whole question, and to issue orders confirming the practice which has ruled for so many years in this port and assimilating the system prevailing in other Indian ports to that which is now followed here.—I have, &c.,

W. PARSONS,
Secretary.

No. 267 OF 1906.

CHAMBER OF COMMERCE.

BOMBAY, 6th April 1906.

The SECRETARY to the GOVERNMENT of INDIA,

DEPARTMENT of COMMERCE and INDUSTRY,

Simla.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a representation made to you by the Bengal Chamber on the question of charging Customs duty in future on contents found short in packages.

2. My Committee have given the subject their most careful consideration, and I am now desired to say that they are in entire accord with the views put forward by the Bengal Chamber, and concur in urging the abolition of the system prevailing in Bombay and some other ports, and the assimilation of the practice throughout India to what is considered the more equitable one that has existed in Calcutta for so many years.

3. The practice prevailing in Bombay is to hold the ship liable for duty for any shortage, though this has never been willingly acquiesced in by the Shipping Companies. The theory on which the Customs Department proceed is that all goods manifested and not landed through the Customs House have in fact been landed in contraband. It is recognised that when a reasonable presumption exists that the goods in question had been so landed, the theory stated is the only practicable one ; but my Committee maintain that it is unreasonable to exact penalty duty in cases in which all the probabilities are opposed to that theory.

4. They, therefore, whilst objecting to any action that might or would transfer the liability from the ship to the importer, are unanimous in supporting the representation of the Bengal Chamber, for which they respectfully urge the early and favourable consideration of Government.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

No. 277 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 9th April 1906.

The SECRETARY, BENGAL CHAMBER of COMMERCE,
Calcutta.

Customs Duty on Shortages.

DEAR SIR,—I am instructed to acknowledge receipt of your letter No. 622 of the 28th ultimo, and to forward, for your information, the accompanying copy of a communication which my Committee have addressed to the Government of India in support of your representation on the above subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2943-50.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMERCE AND INDUSTRY.

(Customs.)

SIMLA, 18th April 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter No. 267, dated the 6th April 1906, I am directed to forward, for the information of your Chamber, a copy of a letter No. 2940-50, dated the 17th April 1906, addressed to the Bengal Chamber of Commerce in reply to the representation made by them, regarding the levy of customs duty on the contents of packages found short on importation.—I have, &c.,

G. RAINY,
Offg. Under-Secy. to the Govt. of India.

No. 2940-50.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Customs.)

SIMLA, 17th April 1906.

To the SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—In continuation of Mr. Campbell's letter No. 2574-50, dated the 2nd April 1906, I am directed to say that the question of the levy of customs duty on the contents of packages found short on

importation was thoroughly examined by the Government of India; and that after full consideration of the legal and administrative aspects of the case, the orders contained in the letter from this Government to the Government of Bengal, No. 4271, dated 15th October 1891, a copy of which is enclosed, were issued. The orders of the Board of Revenue, L. P., dated the 9th May 1889, which are referred to in para. 2 of your letter of the 28th ultimo, were superseded by these orders, but the incorrect procedure previously in force appears to have been allowed to continue in Calcutta, and in December last the attention of the Government of India was drawn to the fact. The matter was again considered and it was decided that the orders of 1891 should be maintained and that the practice obtaining at Calcutta should be assimilated with that in force at Bombay, Karachi, Madras and other Indian ports.

2. The master of a vessel is responsible, under the Sea Customs Act, if a package is found broken on board, and if it can be shown by reasonable evidence that the contents are deficient. He is not, however, responsible for any articles missing from a case on board his vessel, if the case is unbroken, and if it appears in the manifest (as it always does) as a package the contents of which are unknown; nor is he responsible if the breakage or deficiency is not discovered until after the goods have been landed. Masters of vessels are therefore held responsible for deficiencies in packages only when the circumstances are such that these deficiencies are in all probability due to negligence, or fraud, or defective supervision on their part. The Agents of the vessel are not in any case responsible for duty or penalties on goods landed, under section 85 of the Act, into their custody, unless they agree in writing, prior to the grant of the permission required by that section, to accept the liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board.

3. The Government of India regret they are unable to alter the decision already given in this matter, as a relaxation of the orders might open the door to fraud and collusion.—I have, &c.,

G. RAINY,

Offg. Under-Secy. to the Govt. of India.

No. 4271.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

15th October 1891.

To the SECRETARY to the GOVERNMENT of BENGAL,

FINANCIAL DEPARTMENT.

SIR,—I am directed to acknowledge the receipt of your letter of the 10th July 1891, No. 3198, and to communicate the decision of the Governor-General in Council on the question of customs procedure referred to in your letter of the 24th March 1891, No. 1540, in respect of the levy of duty and penalties under section 167 (No. 17) of Act VIII of 1878 on account of articles found missing from or deficient in goods after the goods have been landed from the vessel in which they were imported.

The question arose on the refusal of the Agent of the Peninsular and Oriental Company to hold himself liable under section 85 for duty or penalties imposable under No. 17 of section 167 on the master of the vessel.

2. A further question arose with reference to the responsibility of the shipmaster for goods missing from cases on board his vessel.

3. On both these points the case as it stands at present on the opinion of the law officers and the decision of the Board of Revenue is as follows :—

(1) a master cannot be held responsible under No. 17 of section 167 for any articles missing from a case on board his vessel if the case is unbroken and it appears in the manifest (as it always does) as a package the contents of which are unknown ;

(2) but the master may be held responsible if the package is found broken on board and it can be shewn by reasonable evidence that the contents are deficient ;

(3) the master is in no case responsible if the breakage or deficiency is not discovered until after the goods have been landed under section 85 ;

(4) nor is the agent of the vessel in any case made responsible by the law as it now stands for duty or penalties on goods landed under section 85 into his custody.

4. I am to say that on consideration of the case the Governor-General in Council accepts the interpretation of the law as given by the law officers and acted on by the Board of Revenue. I am to suggest, however, that it is optional with the Collector to grant or refuse the permission required by section 85, and that, if he considers it necessary to do so for the protection of the public revenue, he is at liberty to refuse permission unless the agent agrees in writing to accept the liability for all duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board, or makes such other arrangement as satisfies the Collector that the public interests will not suffer by the cargo being discharged into the custody of the ship's agents.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

CUSTOMS DUTY ON SHORTAGES OF MOLASSES.

CHAMBER OF COMMERCE,
BOMBAY, 28th December 1906.

No. 1073 OF 1906.

P. R. CADELL, ESQ., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—Messrs. Turner Morrison & Co. have forwarded to the Committee of the Chamber of Commerce copies of the correspondence which has taken place between yourself and that firm regarding the question of duty on shortages of Molasses. The Committee understand from them that the facts are as follows:—

The S.S. "Ranee," which arrived from Java on the 14th of August last, landed 10 casks of Molasses. The casks were weighed in the Docks by the order of the Dock Customs authorities with the result that they were found short as shown in the Bill sent to Messrs. Turner Morrison & Co. by the Collector of Customs, and duty was levied from the Agents of the steamer on the shortage shown. Messrs. Turner Morrison & Co. contend that the levying of the duty in this case is not in accordance with the intention expressed in the Government Notification 2940/50, and have asked my Committee to take up the matter with you.

The Committee have given the matter their very careful consideration and the position appears to them to be as follows:—

Under the Sea Customs Act, it is stated in Clause 85 that the Customs Collector may permit the Master of any vessel on receipt of an order under Section 57 to discharge the cargo into the custody of the ship's Agent, and that any ship's Agent so receiving such cargo shall be bound to discharge all claims for damage or short delivery which may be established in respect of the same by the owner thereof. In the letter No. 2940/50 from the Department of Commerce and Industry it is stated that the Agents of the vessels are not in any case responsible for duty or penalties on goods landed under Section 85 of the Act into their custody, unless they agree in writing prior to the grant of the permission required by that Section, to accept the liability for all duties which would, or might have been, recoverable in respect of missing or deficient goods, had the cargo been examined on board.

My Committee understand by this ruling of Government that the Agents practically take the place of the Captain, and by signing the guarantee letter referred to they only accept the same liability as the Master would have had under the Sea Customs Act, and are not therefore responsible for any loss by leakage or otherwise which might take place after the goods have left the ship.

In your letter dated the 15th of November to Messrs. Turner Morrison & Co., you state that the Agents are called upon to pay not under Clause 17 of Section 167, but under the liability involved, in the guarantee given by them under Section 85. My Committee consider that such guarantee is given for the facility of working, as without it the discharge of the steamer would be considerably delayed; and they are further of opinion that it refers to the Agent's liability on account of cases being broken or deficient owing to negligence, fraud or defective supervision, and not to a shortage due to leakage such as the present case which is practically unavoidable.

The Committee will therefore be obliged by your giving the matter your careful reconsideration, and if their interpretation of the Government of India's Notification is incorrect, pointing out to them where the misinterpretation lies, as the question is one of considerable importance to the trade of this port.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY CUSTOM HOUSE,
31st January 1907.

No. C-1728 OF 1907.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter No. 1073, dated 28th December 1906, with reference to the penalty duty of Re. 1-0-8 taken from Messrs. Turner Morrison & Co., on account of a shortage of Molasses, I have the honour to inform you that the question of the liability of Agents for shortages has on several occasions been considered by the Government of India, and that the decision passed by this office in this particular case does not in any way deviate from the orders passed by that Government. These orders will be found contained in the Government of India's letter No. 4271 of 15th October 1891, and they were restated in the Government of India's letter No. 7789-91, dated 2nd January 1906, printed as an accompaniment to Bombay Government Resolution No. 780 of 26th January 1906. These orders are merely repeated in the letter No. 2940-50 of 17th April 1906 referred to in your letter. It is laid down that the Agents are not responsible for duty or penalties on goods landed under Section 85 of the Act into their custody, unless they agree in writing, prior to the grant of the permission required by that Section, to accept the liability for duties which would or might have been recoverable in respect of missing or deficient goods had the cargo been examined on board.

2. I do not understand Messrs. Turner Morrison & Co., to dispute that they gave this agreement. By their own action they thus prevented the examination of the goods on board. Had the examination taken place, the deficiency might have been discovered, and duty would or might have been levied on the shortage.

3. Your Committee, however, go on to say that the Agents take the place of the Captain only, and are not therefore responsible for any loss by leakage or otherwise which might take place after the goods have left the ship. But in the first place, it would not be possible in this or in any similar case, to say that the leakage had occurred after the goods had landed. In fact I understand Messrs. Turner Morrison & Co.'s contention to be that the leakage occurred

owing to expansion caused by heat on the voyage. But, even if this were not so, it cannot be argued that, because the Master of a vessel is not responsible for deficiencies by leakage or otherwise that take place after the goods leave the ship, therefore the Agents are not responsible either. It is obvious that the chance of pilfering and fraud exists while the goods are being landed, and the Agents' agreement must, for the protection of the revenue, cover this chance.

4. I do not therefore consider that there is any doubt as to the interpretation of the orders of Government. But in this particular instance you refer to the leakage as having been practically unavoidable. I presume that this is based on Messrs. Turner Morrison & Co.'s statement that "Molasses is a cargo on which heavy shortage cannot be avoided." Now the imports of Molasses at this port are very considerable. They amounted in 1905-06 to 5,698 cwt, and from April to November 1906 (8 months) to 10,885 cwt. These consignments are always weighed to the extent of 10 per cent. The records have been searched back to 1894 and no case of shortage in Molasses has been discovered prior to the present case. There have been shortages, and recoveries of duty, in the case of liquids such as tar and gas oil, but none in the case of Molasses. It is obvious, therefore, that the claim of Messrs. Turner Morrison & Co., entirely unsupported by any evidence, that the leakage was unavoidable, could not be accepted.

5. The shortages that do occur are mainly in wines and spirits in casks, and whenever they are of any extent, and there is no reason to suspect fraud, the duty on the shortage is remitted. In the present case the amount (Re. 1-0-8) was extremely trifling, and Messrs. Turner Morrison & Co. from the first disputed their liability to the charge. It appeared therefore neither necessary nor advisable to remit it. The liability is not denied by firms which have considerably larger dealings with the Customs authorities, and is not, I think, enforced with any harshness. I venture to think that neither the interpretation nor the execution of the orders of the Government of India is such as to affect injuriously the trade of the Port.—I have, &c.,

P. R. CADELL,
Collector of Customs.

APPENDIX E-6.

DUTY ON TRAM LINE SLEEPERS.

BOMBAY, 16th February 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—We have the honour to bring to your notice the following facts in the hope that your Committee may see its way to represent same to Government with a view to the repeal of duty on sleepers imported from Australia and Tasmania for the use of Companies other than Railways, the material of which latter coming under the head of Railway material is at present exempt from all duty.

In this connection we would mention that Mr. J. Adam, one of the Consulting Engineers for Railways, was deputed by Government about two years back to proceed to Australia to report on the suitability of timber produced in those countries for use in India, principally as sleepers.

His report is comprised in a comprehensive publication issued to the various Railway Companies in india, with the result that orders for a large number of sleepers have been placed and supplied last year of which our firm alone supplied over half a million.

The object of his mission was the dual one of procuring wooden sleepers for Indian Railways, as owing to the paucity of suitable hard-wood in this country, there is insufficient supply here; as well as to encourage trade in timber and to develop the resources in this direction of the enormous forests in the above countries.

The latter object would to a certain extent be effected if Railways only are included in the exemption from duty; as we find that in addition to a Town duty of 2½ per cent., a prohibitive duty of 5 per cent. is levied by H. M. Customs on sleepers for Tramway Companies for which there is a big and increasing demand in India. We venture to remind you that timber from Burmah is not subject to Customs duty, hence placing Australian timber at a great disadvantage.

In this connection we may mention that owing to the Bombay Tramway Company relaying their entire road for electric traction

such a duty will not only detrimentally affect the construction of the Bombay Tramway, but will also tend to hamper the development of Tramway and similar Companies throughout India.

This is a new industry, and one of considerable magnitude, in which the profits are worked out to an infinitesimal degree, and the duty levied is quite out of proportion to the extent of the business done.

A representation by you to Government we feel sure would place matters on a more equitable basis, and thus help to encourage and develop the mutual trade between India and Australian Colonies.—We are, &c.,

WEDDEL TURNER & Co.

No. 136 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 22nd February 1906.

MESSRS. WEDDEL, TURNER & Co.,

c/o BIRKMYRE BROS., Calcutta.

DEAR SIRS,—I am directed to acknowledge receipt of your letter of 16th instant, on the subject of a reduction of duty on Tram Line Sleepers imported into this country from Australia and the Colonies.

In reply I am to say that the Committee of the Chamber are unable to support your suggestion, for our tariff is a revenue tariff and all imports from outside British India and Burmah must pay either 5, 3½ or 1 per cent. as the case may be. If the Committee were to move for the exclusion of wooden sleepers for Companies other than Railway Companies, most of the articles of import would likewise have to be included. In the opinion of my Committee too many issues are involved to allow of any reasonable action in the matter.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

CALCUTTA, 1st March 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We have to acknowledge with thanks receipt of your favour, dated 22nd February, but we are sorry to note that your

Committee are unable to support our suggestion. We assume that the reason for placing Railway material on the free list is because the rail-roads are run for the benefit of the public, and we think that tramways might very well claim to be placed in the same category.

We have made a contract with the Calcutta Tramway Company, and in their interest are addressing a letter to the Bengal Chamber of Commerce. We venture to suggest your exchanging ideas with their Committee with a view to your taking joint interest in the matter.

As the writer is leaving India within a few days, we should be glad if you will address further correspondence to 16 St. Helens Place, London.—We are, &c.,

WEDDEL TURNER & CO.

APPENDIX E-7.

CUSTOMS.

CIRCULAR STEEL PLATES OR DISCS.

No. 135 of 1906.

CHAMBER OF COMMERCE,
KARACHI, 15th February 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—This Chamber's attention having been drawn to the local Customs House levying import duty at 5 per cent. on steel circular plates or discs, the duty chargeable under the tariff on manufactured articles.

My Committee consider this charge to be indefensible, as the imported article has to be manipulated before being brought into use, but before taking any action in the matter, would be glad to know whether this article of trade is similarly dealt with at your Customs House.

Thanking you in anticipation.—I am, &c,

C. H. CHETHAM, Secretary.

No. 134 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 22nd February 1906.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 135 of the 15th instant, and in reply to inform you that the steel circular plates you refer to have always been charged 5 per cent. *ad valorem* in Bombay.

My Committee have duly considered the question, and regret they do not at present see their way to advocating a reduction of duty on this particular article.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 155 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 28th February 1906.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—Owing to a misapprehension I stated in my letter of the 22nd instant that steel circular plates had always been charged 5 per cent. duty in Bombay. I should have differentiated between the larger and smaller sizes. It appears that the larger sizes have always been subject to the above charge, but the 5 per cent. duty was only imposed on the smaller sizes from the 1st January this year.

Having paid 5 per cent. duty always on the larger plates my Committee are unable to urge any valid reason why small plates should be admitted at a lower rate. It is understood that all these circular plates are imported more or less ready for use, and are therefore liable to a duty of 5 per cent *ad valorem*.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 301.

CHAMBER OF COMMERCE,
KARACHI, 12th April 1906.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to forward, for the information of your Chamber, copy of a letter, dated 29th March 1906, addressed by this Chamber to the Government of India, in the Department of Commerce and Industry, protesting against the assessment of circular steel plates or discs for Import duty at 5 per cent.—I am, &c.,

C. H. CHETHAM, Secretary.

No. 263.

CHAMBER OF COMMERCE

KARACHI, 29th March 1906.

To the SECRETARY TO THE GOVERNMENT OF INDIA,
Department of Commerce and Industry,
Calcutta.

Import Duty on Circular Steel Plates or Discs.

SIR,—Members of this Chamber are greatly concerned to find that Circular Steel Plates or Discs have, under the amended Import Tariff Schedule, been transferred from the schedule of unmanufactured articles dutiable at 1 per cent. to the schedule for manufactured articles liable to import duty at 5 per cent. *ad valorem*.

My Committee would desire respectfully to strongly protest against these *circular* steel plates being classed under the schedule for manufactured goods, as they are in no sense different from *rectangular* steel plates or sheets, which only pay 1 per cent. They require to be manipulated and manufactured, by blacksmiths, to be dished, and handles added, before they can be brought into use. They ought not therefore, in the opinion of this Chamber, to be treated as manufactured articles.

I beg therefore that the article referred to may be restored to its original position on the Import Tariff Schedule and made liable to duty at the rate of 1 per cent. only.—I have, &c.,

M. de P. WEBB, Chairman.

No. 364 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 8th May 1906.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Department of Commerce and Industry,
Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a communication addressed to you by the Karachi Chamber on the subject of Import Duty on Circular Steel Plates or Discs.

My Committee, after inquiry and due consideration, desire me to say that they concur with the protest of the Karachi Chamber, and are strongly of opinion that such Circular Steel Plates should not be

classed under the schedule for manufactured goods, as for practical purposes they are in no way different from rectangular Steel Plates or Sheets, which only pay 1 per cent. Before such discs can be used they have to be manipulated and hammered into shapes of various native culinary utensils; and the reason why buyers take them in a circular form is to avoid the wastage of corners, which would occur if rectangular plates were manufactured into the required shapes.

In these circumstances my Committee beg to support the request of the Karachi Chamber that the articles referred to be restored to its original position on the Import Tariff Schedule and made liable to a Duty of 1 per cent. only.—I have, &c.,

H. E. E. PROCTER, Chairman,
J. B. LESLIE-ROGERS, Secretary.

No. 365 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 8th May 1906.

THE SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 12th ultimo, together with a copy of a letter addressed to Government on the subject of Circular Steel Plates.

In reply I beg to enclose a copy of my Committee's letter addressed to Government in support of your Chamber's contentions.—I have, &c.,

J. B. LESLIE-ROGERS, Secretary.

No. 3650-58.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 12th May 1906.

(Customs.)

From G. RAINY, ESQ., I.C.S.,
Officiating Under Secretary to the Government of India,

To the CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 364, dated the 8th May 1906, regarding Import duty on Circular

Steel Plates or Discs. I am to say that the matter is under the consideration of the Government of India, and that a further communication on the subject will be made to you as soon as a decision is arrived at.—I have, &c.,

G. RAINY,
Offg. Under Secretary to the Govt. of India.

No. 4273-58.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 30th May 1906.

(Customs)

From G. RAINY, Esq., I.C.S.,
Offg. Under Secretary to the Government of India,

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with my letter, No. 3650-58, dated the 12th May 1906, I am directed to forward, for the information of the Chamber, a copy of a letter addressed to the Chairman, Karachi Chamber of Commerce, in reply to the representation from that Chamber regarding the classification of "Circular Steel Plates" in the Import Tariff Schedule.—I have, &c.,

No. 4271-58, dated the 30th May 1906.

G. RAINY,
Offg. Under Secretary to the Government of India.

No. 4271-58.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 30th May 1906.

(Customs)

From G. RAINY, Esq., I.C.S.,
Offg. Under Secretary to the Government of India,

To the CHAIRMAN, KARACHI CHAMBER of COMMERCE.

SIR,—In continuation of my letter, No. 2677-58, dated the 6th April 1906, I am directed to say that the Government of India have

carefully considered the request of the Karachi Chamber of Commerce that "Circular Steel Plates or Discs" imported into India should be regarded as raw material, and assessed to duty at 1 per cent. They regret, however, that they are unable to accept this suggestion.—I have, &c.,

G. RAINY,
Offg. Under Secretary to the Government of India.

APPENDIX E-8.

IMPORTATION AND BONDING OF FOREIGN SALT IN BOMBAY.

No. 2041 OF 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

CAMP MAHABLESHWAR, 7th April 1906.

SIR,—I have the honour to forward herewith copies of the marginally noted correspondence between the Collector of Customs, Bombay, and myself on the subject of the draft rules for the importation and bonding of foreign salt at Bombay, and to request that I may be favoured with the opinion of the Chamber of Commerce thereon.

Letter No. C/2358, dated the 8th February 1906, from the Collector of Customs, Bombay.
Letter No. 825, dated the 10th February 1906, from the Commissioner.
Letter No. C/5451, dated 31st March 1906, from the Collector of Customs, Bombay.

2. It will be understood that the rules are merely tentative and will be liable to revision if the trade should attain considerable dimensions.—I have, &c.,

J. L. JENKINS,
Commissioner of Customs,
Salt, Opium and Abkari.

No. C/2358 OF 1906.

BOMBAY CUSTOM HOUSE,
8th February 1906.

To the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI,
Bombay.

SIR,—In the month of December last a vessel loaded with salt arrived from Europe and a question was raised at that time as to

the procedure which should be adopted regarding the weighment of salt both in bulk and in bags. As there are no definite rules in force at this port on the subject, a reference was made to Calcutta, where shipments of salt in bulk as well as in bags are heavy, to ascertain the practice at that port. From the extract note received from Calcutta, a copy of which is submitted herewith for perusal, it will be seen that the procedure in vogue at Calcutta on the question of the weighment of salt and its removal from the importing vessel cannot be applied *in toto* at this port, but some of the conditions detailed in paras. 3 and 4 of the accompanying Calcutta note, which are suited to the requirements of this port, have been selected as the basis for the procedure to be adopted at this port.

As the imports of salt are likely to be on the increase in consequence of the reduction in the rate of duty, it is necessary that some definite lines should be drawn up for guidance regarding the weighment of salt in bulk and in bags.

The accompanying draft rules are therefore submitted for approval.—I have, etc.,

P. R. CADELL,
Collector of Customs and Opium.

No. 825 of 1906.

Camp Jarod, 10th February 1906.

To the Collector of Land Revenue,
Customs and Opium, Bombay.

Sir,—I have the honour to acknowledge receipt of your No. C/2358, dated the 8th instant, regarding the weighment of foreign salt imported at Bombay. I agree with you that it is necessary to frame rules for dealing with such importations.

2. I am well acquainted with the procedure which is followed in Calcutta, and do not consider that it is suitable for adoption in Bombay. I think it is essential that weighments off ship whether in the stream or in dock should not be left to one single officer, and that a certain percentage of the salt should be subjected to check weighments on landing. The boat notes should state the place at which the salt is to be landed, and should be delivered to the Preventive

Officer at that place, who should reweigh the contents of one boat out of ten taken at random and record the results.

3. It will be necessary to prescribe forms for the record of the weighments on board ship and the test weighments on shore.

4. In the case of salt imported in bags, I think weighment by the steel yard would be a very slow process, and I would suggest that large beam scales or platform scales should be used instead. A fixed allowance will have to be made for the tare of the bags. In the case of salt imported in bags of uniform weight, I should be willing to accept a percentage weighment in lieu of the weighment of the whole cargo within a limit of 2 per cent.

5. Arrangements will also have to be made for the weighment of salt out of bond. In this case too I would make every weighment subject to check before the salt is actually removed. A careful account must be kept of all salt bonded and removed, and any difference in the quantity ascribed to wastage must be carefully scrutinised. Forms should be prescribed showing the quantity bonded, removals for consumption, and the final result of the clearing of each consignment or cargo.

6. I shall be obliged if you will reconsider the subject in the light of these remarks and favour me with complete proposals, which I shall be glad to discuss with you when I am next in Bombay.

7. I need only add that experience elsewhere has shown that any laxity or imperfection in the arrangements for salt weighments always results in frauds upon the revenue and trouble spent upon making the system as perfect as possible in the first instance will be well repaid.—I have, etc.

J. L. JENKINS,
Commissioner of Customs, Salt, Opium and Abkari.

No. C/5451 of 1906.

BOMBAY CUSTOM HOUSE,
31st March 1906.

To the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI

SIR,—With reference to your No. 825 of 10th February 1906, I have the honour to forward herewith draft rules and form for the Importation and Bonding of Foreign Salt.

2. The only point not provided for by these rules is the check weighment suggested by you in your para. 5 on the weighment of salt out of bond. Any such check weighment must be made at the same place as the ordinary weighment, and it would seem simpler to direct that an Inspector should occasionally attend at the weighments to supervise the Preventive Officer rather than to require a separate weighment by him.

3. It will also be necessary to allow the bonding of salt in bulk in anticipation of the completion of the necessary documents, but this need not be entered in the rules.

4. The consignments of salt have so far been experimental and not on a large scale, and it seems inadvisable to make the rules complicated at the beginning.

5. I would suggest that the rules may be sent to the Chamber of Commerce for their opinion before final approval.—I have, etc.,

P. R. CADELL,
Collector of Customs and Opium.

DRAFT RULES RELATING TO THE IMPORTATION AND BONDING OF FOREIGN SALT.

I. Salt may be imported either in bulk or in bags, and may be landed either for home consumption or for warehousing in bond. In the latter case it shall be kept in the salt godown adjoining the Town Customs House.

II. Salt in bulk, whether intended for home consumption or for warehousing, shall be weighed in 20 maund trays on board by weighmen, holding a license from the Collector of Customs, under the supervision of a Preventive Officer. The weighmen will be paid by the importers, and there shall not be less than one weighman for each scale. There will be a Preventive Officer for each hatch at which work is being carried on.

III. Each Preventive Officer shall keep a record of weighment and of boat-notes granted, in the form attached, and shall, on the completion of the work of weighment, or at the end of the day or night's work, or on relief by another Preventive Officer, obtain the signature of the Ship's officer to the entries made.

IV. When the vessel is unloading in the stream, the salt shall be removed into cargo boats. When a boat is loaded, the Preventive Officer shall see that the salt is covered with a tarpaulin, and that tapes are stretched over the tarpaulin and sealed at each end. He will then send a boat-note in the accompanying form with a peon to the landing bandar. Such peon, if engaged specially for this duty, will be paid for by the Importers.

V. Salt landed from vessels in the stream shall only be landed at the Town Customs Bandar.

VI. On the arrival of the salt at the bandar, the boat-note will be delivered to a Preventive Officer, and that it will be subject to re-weighment by a licensed weighman engaged at the expense of the importers under the supervision of the Preventive Officer. The contents of not less than one boat out of ten taken at random will be re-weighed, and the Preventive Officer will record the result of the test on the boat-note.

VII. Not more than five cargo boats loaded with salt will be allowed to be alongside the bandar at the same time.

VIII. In the case of salt for home consumption, duty will be calculated on the weighments taken on board the ship, subject to any correction that may be necessitated by the result of the check weighment on shore.

IX. In the case of salt imported in bags, the procedure will be the same, except that the bags will be weighed on a platform in quantities of not less than five at a time. A fixed allowance will be made for the tare of the bags. In the case of salt imported in bags of uniform weight, a percentage of not less than 10 per cent. of the bags may be taken. The bags will be subjected to check re-weighment in the same manner as salt in bulk.

X. In the case of vessels unloading salt whether in bulk or in bags in the docks, the check re-weighment shall be made on the wharf at the nearest available place.

XI. After landing and after the check re-weighment has been taken, the salt shall be removed in charge of a peon, if for bonding to the salt godown and if for home consumption to the place specified on the boat-note.

XII. Salt may be warehoused in anticipation of the preparation of complete documents with the permission of the Collector.

XIII. If permission is obtained to unload salt at night, electric light or Kitson's lamps must be provided by the importer.

Removal of the Salt from the Government Warehouse.

XIV. A record shall be maintained in the accompanying form showing the quantity of salt bonded, the amount of salt removed at various times, the final difference, if any, between the amount warehoused and the amount removed.

XV. Salt in bulk when removed from the warehouse shall be weighed by a licensed weighman under the supervision of a Preventive Officer. Duty shall be charged on the amount cleared, but unusual differences between the amount warehoused and the amount cleared shall be enquired into and brought to notice by the Preventive Officer.

XVI. Salt in bags, when removed from the warehouse, shall be weighed in the same manner, all the bags being weighed on platform scales.

No. 394 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 14th May 1906.

The COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 2041 of the 7th April last, with copies of correspondence between the Collector of Customs, Bombay, and yourself on the subject of draft rules for the importation and bonding of foreign salt at Bombay.

2. In reply I am to say that my Committee have no objection to the framing of rules as proposed, except to those parts which deal with the check of reweighment, which do not state clearly at whose expense such reweighment is to be made.

3. Section VI says that, on arrival at the bandar, the salt will be subject to reweighment by a licensed weighman engaged at the expense of the importer, and further that one boat out of ten, taken

at random, will have to be reweighed. The rules do not say at whose expense the boats will be reweighed, but it is presumed that it is meant to be at the expense of the bonders.

4. I am desired however to point out that the salt is reweighed solely for the purpose of checking the previous official weighments, and it is therefore contended that if Government consider this procedure necessary for the protection of revenue, they should do so at their own expense as they do in Bengal, and not at the expense of the importer, as this would constitute an additional tax on the trade which it can ill bear.

5. My Committee further wish to draw your attention to a point in connection with the bonded salt, which is often the cause of inconvenience and trouble to importers. The larger portion of the salt is imported in bulk, which is stacked at the Government Bonded Warehouse. On completion of delivery of a consignment, there is always a certain quantity of sweepings left. This being unfit for human consumption has to be destroyed. It is considered that a rule should be laid down that either the importer should be empowered to remove such sweepings on his undertaking not to use it for human consumption, or else that the Department itself should destroy it, on the Collector hearing from the importer that such sweepings had accumulated.

6. Lastly, as the landing of salt, in comparison with other general merchandise, already entails considerable trouble and expense, my Committee would suggest that simplification should be aimed at in framing the proposed rules, and should future modifications or alterations be found necessary owing to the growth or otherwise of this trade, my Committee trust they may be permitted to put the same before you for your consideration.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 3419 of 1906.

Bombay, 15th June 1906.

The Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to the correspondence ending with your letter No. 394, dated the 14th May 1906, I have the honour to state, for the information of the Chamber, that it has been decided that

reweighments of salt should be conducted by the Government staff at the cost of Government, and that sweepings should be destroyed periodically by the warehouse officers after reference to the Collector. Accordingly the additions and alterations noted in annexure *A* have been made in the original draft rules and the rules as finally approved will be as per annexure *B*.—I have, &c.,

W. H. LUCAS,
In charge Commissioner of Customs, Salt, Opium and Abkari.

Additions and alterations in the draft rules submitted by the Collector of Customs, Bombay, for the importation and bonding of foreign salt at Bombay :—

The words "engaged at the expense of the importers" in rule VI should be deleted and the following words added at the end of that rule : "The reweighments will be conducted at the cost of Government."

At the end of rule XVI the word "scales" should be added after the word "platform."

A new rule XVII should be added as follows:—

"XVII. The sweepings should be destroyed periodically by the warehouse officers after reference to the Collector and intimation to the owner."

DRAFT RULES RELATING TO THE IMPORTATION AND BONDING OF FOREIGN SALT.

I. Salt may be imported either in bulk or in bags, and may be landed either for home consumption or for warehousing in bond. In the latter case it shall be kept in the salt godown adjoining the Town Customs House.

II. Salt in bulk, whether intended for home consumption or for warehousing, shall be weighed in 20 maund trays on board by weighmen holding a license from the Collector of Customs, under the supervision of a Preventive Officer. The weighmen will be paid by the importers, and there shall not be less than one weighman for each scale. There will be a Preventive Officer for each hatch at which work is being carried on.

III. Each Preventive Officer shall keep a record of weighment and of boat-notes granted, in the form attached, and shall, on the completion of the work of weighment, or at the end of the day or night's work, or on relief by another Preventive Officer, obtain the signature of the Ship's officer to the entries made.

IV. When the vessel is unloading in the stream, the salt shall be removed into cargo-boats. When a boat is loaded, the Preventive Officer shall see that the salt is covered with a tarpaulin, and that tapes are stretched over the tarpaulin and sealed at each end. He will then send a boat-note in the accompanying form with a peon to the landing bandar. Such peon, if engaged specially for this duty, will be paid for by the Importers.

V. Salt landed from vessels in the stream shall only be landed at the Town Customs Bandar.

VI. On the arrival of the salt at the bandar, the boat-note will be delivered to a Preventive Officer, and it will be subject to re-weighment by a licensed weighman, under the supervision of the Preventive Officer. The contents of not less than one boat out of ten taken at random will be re-weighed, and the Preventive Officer will record the result of the test on the boat-note. The re-weighments will be conducted at the cost of Government.

VII. Not more than five cargo boats loaded with salt will be allowed to be alongside the bandar at the same time.

VIII. In the case of salt for home consumption duty will be calculated on the weighments taken on board the ship, subject to any correction that may be necessitated by the result of the check weighment on shore.

IX. In the case of salt imported in bags, the procedure will be the same, except that the bags will be weighed on a platform in quantities of not less than five at a time. A fixed allowance will be made for the tare of the bags. In the case of salt imported in bags of uniform weight, a percentage of not less than 10 per cent. of the bags may be taken. The bags will be subjected to check reweighment in the same manner as salt in bulk.

X. In the case of vessels unloading salt, whether in bulk or in bags in the docks, the check reweighment shall be made on the wharf at the nearest available place.

XI. After landing, and after the check reweighment has been taken, the salt shall be removed in charge of a peon, if for bonding, to the salt godown, and if for home consumption to the place specified on the boat-note.

XII. Salt may be warehoused in anticipation of the preparation of complete documents, with the permission of the Collector.

XIII. If permission is obtained to unload salt at night, electric light or Kitson's lamps must be provided by the importer.

Removal of the Salt from the Government Warehouse.

XIV. A record shall be maintained in the accompanying form showing the quantity of salt bonded, the amount of salt removed at various times, the final difference, if any, between the amount warehoused and the amount removed.

XV. Salt in bulk when removed from the warehouse shall be weighed by a licensed weighman under the supervision of a Preventive Officer. Duty shall be charged on the amount cleared, but unusual differences between the amount warehoused and the amount cleared shall be enquired into and brought to notice by the Preventive Officer.

XVI. Salt in bags, when removed from the warehouse, shall be weighed in the same manner, all the bags being weighed on platform scales.

XVII. The sweepings should be destroyed periodically by the warehouse officers after reference to the Collector and intimation to the owner.

CHAMBER OF COMMERCE,
BOMBAY, 21st June 1906.

No. 546 OF 1906.

The COMMISSIONER OF CUSTOMS, SALT, OPIUM AND ABKARI,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3419 of the 15th instant, with accompaniments, and to thank you for the information regarding the new rules for the importation and bonding of foreign salt at Bombay.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F-1.

RAILWAYS.

BHARATPUR-AGRA LINK.

No. 236 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 4th April 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—The attention of my Committee has been recently drawn to the orders issued by the Railway Board regarding the laying out of the Bharatpur Station Yard in connection with the Nagda-Muttra Railway project.

2. From the above it would appear that it is the intention of Government to eventually link up Bharatpur and Agra with a Broad-gauge line, but not to do so for the present.

3. I am therefore instructed by my Committee to point out to the Railway Board that they view the postponement of this intention with much concern, as they consider the link between Bharatpur and Agra a most important one in the interests of trade between Bombay, Guzerat, and the United Provinces.

4. The distance between Bharatpur and Agra is only 33 miles and by the construction of a Broad-gauge line between these two points the distance between Agra and Bombay is reduced by 50 miles, which in itself is a most important consideration and one which my Committee think should be sufficient to ensure its construction.

5. In addition however to this, the construction of such a link brings all the stations on the B. B. & C. I Railway system, such as Surat, Broach and Baroda, into direct connection with Agra and the East Indian Railway beyond.

6. Until this link is constructed traffic and passengers will have to tranship at Agra and Bharatpur on to the Metre-gauge for the

short distance of 33 miles, which would be a great inconvenience as well as expense and would probably result in this shorter route never being utilised.

7. My Committee, therefore, trust that the Railway Board will re-consider this matter, and, if possible, arrange for the construction of the link between Bharatpur and Agra at an early date.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 268 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 6th April 1906.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I have the honour to forward for your information a copy of a letter addressed by my Committee to the Railway Board regarding the question of linking up Bharatpur and Agra by the construction of a Broad-gauge line, and they trust that their views will meet with your support.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

RAILWAY BOARD,
SIMLA, 12th April 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 236, dated the 4th April 1906, regarding the desirability of constructing the Broad-gauge line between Bharatpur and Agra, which will in due course be placed before the Railway Board. I would, however, mention that the Board are at present on tour and there will be some delay in their answer reaching you.—I have, &c.,

F. A. HADOW,
for Secretary.

No. 2957.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, 18th April 1906.

To the SECRETARY TO THE CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 268, dated the 6th April 1906, regarding the question of linking up Bharatpur and Agra by the construction of a Broad-gauge line. It will receive the consideration of Government in due course.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

R. C. 324 C/2

RAILWAY BOARD,
SIMLA, 9th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I beg to acknowledge the receipt of your letter No. 236 of 1906 in which the Committee of the Bombay Chamber of Commerce urge the importance of linking up Bharatpur with Agra by a Broad-gauge line in anticipation of the construction of the Nagda-Muttra Railway. In reply, I am to say that the Railway Board fully appreciate the possible desirability for this Broad-gauge connection, but at the present time are unable to commit themselves to a more definite opinion.—I have, &c.,

C. A. R. BROWN, Lt.-Col., R. E.,
Secretary, Railway Board.

No. 2400 OF 1906.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 4th September 1906.

To the CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the subject of a Broad-gauge Railway connection between Agra and Bharatpur discussed at the Railway Board's Meeting held here on the 27th July 1906, I am directed to

inform you that the Board have now intimated that they agree to the B. B. & C. I. Railway Company carrying out the survey for such a line on the understanding that the survey is made without prejudice to the future construction of the line or agency for working the same.—I have, &c.,

W. H. K. HOWARD,
Under-Secretary to Government.

CHAMBER of COMMERCE,
BOMBAY, 18th September 1906.

No. 796 OF 1906.

The SECRETARY to GOVERNMENT, RAILWAY BRANCH,
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. 2400 of the 4th instant, regarding the survey of the Agra-Bhartpur connection, and to convey my Committee's thanks for the said information.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

MUTTRA-ALIGARH LINK.

No. 626 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 13th July 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—In continuation of my letter No. 236 of the 4th April 1906, I am directed to also call the attention of Government to the desirability of linking up Muttra with Aligarh with a Broad-gauge line in anticipation of the construction of the Nagda-Muttra Railway.

Aligarh is one of the largest trading towns in the United Provinces and is one of the natural objectives of the new Broad-gauge line from Nagda, as there is considerable traffic with Bombay, and it is also one

of the termini of the Oudh & Rohilkhand Railway. Consequently the connection from Muttra to Aligarh would place the important trade centres of Chandausi, Bareilly and Moradabad, in direct communication without break of gauge with Central India and the Bombay Presidency.

Without this connection Goods and Passengers between the B. B. & C. I. and the new Nagda-Muttra and the Oudh & Rohilkhand Railways and the stations on the East Indian line in the vicinity of Hathras, would have to be transhipped at Muttra, and again at Hathras, thus causing great inconvenience and delay in all traffic.

Further, the distance from Bombay to Aligarh by the existing Broad-gauge route is 901 miles, whereas by the Nagda-Muttra-Aligarh Railway it would be only 803 miles, showing a considerable reduction in the through distance, with its consequent manifold advantages to the public.

In these circumstances my Committee trust Government will give the matter their favourable consideration, and see their way to arrange for the construction of the link between Muttra and Aligarh at an early date.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R. C. 324 F.

RAILWAY BOARD,
SIMLA, 18th July 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 626, dated 13th July 1906, regarding the importance of the construction of the Muttra-Aligarh Railway, which will, in due course, be placed before the Railway Board.—I have, &c.,

F. A. HADOW,
for Secretary.

NAGDA-MUTTRA LINE.

No. 1085 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 27th December 1906.

The CONSULTING ENGINEER for RAILWAYS,

Bombay.

SIR,—This Chamber has been informed by the Agent of the B. B. & C. I. Railway that, provided the funds are forthcoming, the Nagda-Muttra Railway will probably be ready throughout for all traffic by November 1906, and I am instructed by my Committee to point out to you that in view of the great importance to Bombay from a trade point of view of the early opening of this line throughout, they trust that the necessary allotment of funds will be made by the Railway Board so as to ensure the line being opened at the earliest possible date.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

NAGPUR-CHINDWARA LINE.

No. 717 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 14th August 1906.

The SECRETARY, RAILWAY BOARD,

Simla.

SIR,—The construction of the projected line from Chindwara to Nagpur has been brought to the notice of my Committee, and I am directed by them to address you on the subject and to express the hope that the construction and working of the line will be entrusted to the G. I. P. Railway.

2. My Committee understand that the district to be served comes within the sphere of the territories which have, for many

years, been served by the G. I. P. Railway, and seeing that the proposed line will tap the Manganese and Coal districts at Chindwara, which traffic should certainly follow the Bombay route, Nagpur being 520 miles from Bombay as against 701 miles from Calcutta, my Committee consider that it is in the interests of trade that the proposed line should be controlled by the G. I. P. Railway and not by the Bengal-Nagpur Railway, and they therefore trust that the construction and working of it will be given to the former administration.

3. Should the projected line be controlled by the Bengal-Nagpur Railway, it appears to my Committee that the bulk of the traffic would still follow the Bombay route and thus might lead to difficulties, which would be avoided if they were both under the same administration. Instances of this have already occurred in connection with the Manganese Ore trade which at present exists in the Central Provinces and which follows the Bombay route.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R. C. 1028.

RAILWAY BOARD,
SIMLA, 22nd August 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 717, dated the 14th August 1906, regarding the agency for the construction and working of the projected Nagpur-Chindwara Railway, which will in due course be placed before the Railway Board.—I have, &c.,

F. A. HADOW,
for Secretary.

APPENDIX F-2.

THE ALIGNMENT OF THE BOMBAY-SIND CONNECTION RAILWAY.

No. 262.

CHAMBER OF COMMERCE,
KARACHI, 29th March 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of your Chamber, copy of a letter addressed by this Chamber to the Government of Bombay on the subject of the alignment of the Bombay-Sind Connection Railway.—I am, &c.,

C. H. CHETHAM,
Secretary.

No. 252.

CHAMBER OF COMMERCE,
KARACHI, 27th March 1906.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY,
REVENUE & FINANCE DEPARTMENT,
Bombay.

SIR,—I have the honour to address you on the subject of the alignment of the Bombay-Sind Connection Railway. Although the views of this Chamber have not yet been invited on the subject, the propinquity of Cutch to this port, the continual trade relations between Sind and Cutch, and the not inconsiderable passenger traffic—mostly traders—make the alignment of the railway that will serve Cutch a matter of very great interest not only to the people of Cutch itself but also to the mercantile community of Karachi.

Whilst the opportunities for goods and passenger traffic are not of a very promising character, either by the route north of the Runn, or by the alignment *via* Bhuj, there can be no two opinions that the latter route traverses districts where there already exists a small trade and fair prospects of a moderate local passenger traffic, whereas an alignment north of the Runn would traverse barren, waterless, inhospitable wastes which could never be expected to yield any local traffic at all—passengers or goods. The additional distance, too,

of such an alignment from the seaboard would add materially to the discomforts of passengers travelling between Sind and Ahmedabad in the hot weather. These considerations make it desirable, in the opinion of this Chamber, that the alignment should be carried through Bhuj and not north of the Runn of Cutch.

And in a matter such as this, where the trading communities of two important parts of the Presidency will be brought into closer communication, not only with each other but also with a Native State offering certain opportunities for commercial developments, I respectfully venture to urge that the conveniences and requirements of the public—especially the trading public— and also of the population of Cutch who are frequently exposed to the horrors of drought and famine and are at the same time cut off during the monsoon from direct communication with the food bearing districts of Sind, should rank superior to all other considerations and that objections on the part of the Ruler of Cutch (*vide* the Press) which cannot in the opinion of this Chamber be based on sound argument, should be overruled. I beg therefore you will kindly place before Government the strong opinion of this Chamber that the alignment of the proposed Bombay-Sind Connection Railway should be carried *via* Bhuj rather than north of the Runn of Cutch.—I have, &c.,

M. deP. WEBB,
Chairman.

No. 300 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 12th April 1906.

The CHIEF SECRETARY to the GOVERNMENT of BOMBAY,
REVENUE and FINANCE DEPARTMENT,
Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a letter addressed to you by the Karachi Chamber on the subject of the alignment of the Bombay-Sind Connection Railway.

After a due consideration of the question in all its bearing, my Committee find that they are in complete accord with the views put forward by the Karachi Chamber, and therefore strongly urge that the alignment of the proposed Bombay-Sind Connection Railway should be carried *via* Bhuj rather than north of the Runn of Cutch.

On the strategical aspect of the question my Committee do not venture to give an opinion, as it is one for Military experts alone to decide; but in all other respects they believe the advantages to be entirely with the Bhuj proposal, inasmuch as it will be a shorter route between Bombay and Sind, have greater possibilities of commercial development, and must also have an enhanced beneficial influence over the Native States served by the line.—I have, &c.,

H. E. E. PROCTER,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

No. 307 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 12th April 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to forward for your information the accompanying copy of a communication which they have addressed to the Government of Bombay on the subject of the Bombay-Sind Connection Railway.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 433 OF 1906.

CHAMBER of COMMERCE,
BOMBAY, 18th May 1906.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Simla.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward for your information the accompanying copy of a communication which they have addressed to the Government of Bombay on the subject of the Bombay-Sind Connection Railway. —I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 301 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 12th April 1906.

The SECRETARY,
KARACHI CHAMBER OF COMMERCE,
Karachi.

SIR,—I am directed to acknowledge with thanks copy of your Chamber's letter to the Bombay Government regarding the proposed Bombay-Sind Connection Railway, and I now beg to forward for your information a copy of our letter in support of your proposal for the Bhuj route.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R.C. 333 B-2.

RAILWAY BOARD,
SIMLA, 23rd April 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 307, dated the 12th April 1906, regarding the alignment of the proposed Bombay-Sind Connection Railway, and to say that it will receive due consideration.—I have, &c.,

F. A. HADOW,
for Secretary, Railway Board.

No. 4955.

DEPARTMENT OF COMMERCE AND INDUSTRY (RAILWAYS.)
SIMLA, 23rd May 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 433, dated the 18th May 1906, regarding the alignment of the Bombay Sind Connection Railway.

2. I am to say that the letter will be submitted to the Government of India in due course.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

No. 320.

CHAMBER OF COMMERCE,

KARACHI, 26th April 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to acknowledge with thanks receipt of a copy of your Chamber's letter to Government supporting this Chamber's proposal for the alignment of the Bombay-Sind Connection Railway *via* Bhuj, forwarded with your letter of the 12th instant.—I am, &c.

" C. H. CHETHAM,
Secretary.

APPENDIX F-3.

SHORTAGE IN THE SUPPLY OF WAGONS ON INDIAN RAILWAYS.

No. 546 OF 1906.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 19th March 1906.

From the SECRETARY, BENGAL CHAMBER OF COMMERCE,

To the SECRETARY TO THE RAILWAY BOARD.

SIR,—In view of the remarks made by the President of the Bengal Chamber of Commerce, in his address to the members at the Annual General Meeting held on the 28th February 1906, and of the reiterated complaints from various branches of trade, I am directed by the Committee of the Bengal Chamber of Commerce to follow up their letter No. 896 of 26th May 1905, and the subsequent representations which have been made by the Committee of the Indian Mining Association, and to again address the Railway Board on this all-important matter. The President of the Chamber spoke as follows :—

" For some years we have been pressing on the Government
" and the Railways the urgent necessity for providing

" wagons in excess of the current demand, as trade is
" expanding rapidly. At no time has the supply been
" even equal to the demand, much less in advance of it,
" and we are now in a worse position than ever, with the
" prospect, if the wheat and seed trade of the approaching
" season is of an ordinary nature, of almost total stoppage
" of wagons for our coal requirements. Shippers who
" have steamers loading have to incur demurrage, our
" Mills are working from hand to mouth, in some cases
" with not even a day's requirement in hand, our brick-
" makers are on the verge of their fires going out, and our
" steamers are leaving port with short supplies of their
" bunker coal necessitating purchases at out-ports at
" more than double the price they can obtain their supplies
" here."

2. The above remarks, although strongly worded, are not, in the view of the Committee, in the least overdrawn, and there is not the slightest doubt that the position, as it stands at the present moment, is very much more acute than it was when my letter above referred to was written. In your reply No. R. T. $\frac{1}{7}$ A. of 8th August 1905, to my letter of 26th May 1905, you referred the Committee to the proceedings of the meeting of the Railway Board and the Indian Mining Association on the 13th July 1905, and intimated that you had nothing further to add on the question to what was stated at that meeting. The Committee have had the advantage of perusing the proceedings of the meeting in question, and also the subsequent correspondence with the Indian Mining Association, including the latest letter addressed to you by that body on the 8th February, but they nevertheless venture again to address you, in view of the fact that the subject under discussion is one which is seriously affecting and without doubt hindering the full development of the trade and industries of the country generally.

3. The Committee do not propose to take up the time of the Board by reviewing the history of the controversy and the efforts which have been made for years on the part of the mercantile community to urge upon Government a more far-sighted policy than that which has been pursued—this was sufficiently dealt with in my letter of the 26th May—nor will they do more than briefly review

the position which has been brought about by the continual shortage of the wagon supply. The hardships which the coal trade is suffering and has been suffering for a prolonged period, and which are certain to become unprecedentedly severe during the present year as the wheat traffic comes on, and the uncertainty pervading all industries dependent on a regular supply of coal, are already well-known both to the Government of India and the Board.

4. The Committee fully recognise that additional rolling-stock cannot be placed on the road at a moment's notice, and in connection with this matter they have noted very carefully the remarks in your letter No. R. T. $\frac{4}{7}$ B of 25th January 1906, to the Secretary of the Indian Mining Association, as to the number of wagons now under supply and the amount, *viz.*, 3$\frac{1}{2}$ crores of rupees, provided for additional rolling-stock in your programme for the year 1906-07. The Committee recognise that this is a very large allotment and it enables them, while regretting that remedial measures are apparently impossible for present necessities, to look forward with some confidence to an improvement in the future. But in connection with this allotment the Committee feel that they can reasonably ask for a specific assurance from the Board that the demands the Railway Companies are making for the proper equipment of their lines, in the matter of rolling-stock, to enable them to deal efficiently with the traffic offering, will be fully met during the coming year from the grant just alluded to. The Committee would venture to point out that the statement that a sum of no less than 3$\frac{1}{2}$ crores of rupees, large as it is, has been set aside for rolling stock, hardly gives them the assurance which they consider of so much importance. It is probable that some portion of this amount has been set aside for rolling-stock, including engines, required for new railways and extensions, and the Committee certainly hope that a liberal provision has been made on this particular account, for they fear that one of the reasons which has, perhaps, intensified the present difficulty is, that in the past few years, an insufficient supply of stock has been obtained for the increased open railway mileage of the country; in other words while the supply of rolling-stock has been admittedly insufficient to meet the ordinary development of traffic on the railways already open, the provision in the matter of rolling-stock for the more recently constructed lines and extensions, including more particularly the branches to the existing main lines, has also fallen

short of what is really required for the additional mileage which has had to be worked, thus leading to the main lines having to make up the deficiency from their already insufficient supply of stock. The Committee feel sure that the Railway Board will agree that the question of properly equipping new lines with a sufficiency of rolling stock is one which has an important bearing on the case and that it will receive full consideration. But when the necessary allotment of funds has been made for this special purpose, there remains the equally important question, *viz.*, the proper equipment of the older lines, so that the present difficulties which are so harassing to trade may be overcome in the near future, and in this connection the Committee would feel much indebted to the Railway Board if information could be kindly furnished to them on the following points :—

1. Whether the grants now decided on, for the next financial year, will fully cover the demands made on Government by the different Railways for additional stock, both in the matter of Engine-power and wagons.

2. If not, to what extent the grants for each Railway will fall short of the amount required to meet the Companies' needs in full ?

3 If demands are not being met, whether this is due to the demands being in the Board's opinion, in excess of actual requirements, or whether it is due to any difficulty in finding the necessary funds during the coming year ?

5. The Government of India are practically the owners of all the Railways in India. The Railways carry the trade. It is therefore not unreasonable on the part of the Chambers of Commerce, which represent the mercantile and industrial community of the country which supplies the traffic to the Railways, to ask to be supplied with such full information as will satisfy them that the development of trade is being helped forward with all possible vigour by Government and the Railways themselves generally.—I have, &c.,

W. PARSONS,

Secretary.

No. 296 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 12th April 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a letter, No. 546 of the 19th March last, addressed to you by the Bengal Chamber on the subject of the insufficiency of rolling stock on Railway lines in Bengal.

My Committee have given the matter their full consideration, and I am directed to say that they are in entire accord with the views of the Bengal Chamber, and strongly urge early remedial measures in this direction.

I am to add in conclusion that the grievance referred to is not only felt in Bengal but also in the West of India. On more than one occasion lines leading to Bombay have been seriously inconvenienced by the shortage of stock on the East Indian Railway, and have in consequence been obliged to withdraw wagons from their legitimate work of carrying traffic for the public in order to send them to Bengal to fetch coal. As such conditions are an obvious hindrance to the development of trade, my Committee earnestly hope that Government will give this important matter the early and serious consideration it deserves.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R.-T.-18 F/6.

RAILWAY BOARD,
SIMLA, 20th April 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter No. 296, dated 12th April 1906 on the subject of the insufficiency of rolling stock on Indian Railways, I am directed to forward for information a copy of the Railway Board's reply* to the communication of 19th March last, from the Bengal Chamber which is referred to in your letter, together with a copy of that Chamber's reply, No. 719, dated 10th April 1906.—I have, &c.,

C. A. R. BROWNE, LT.-COL., R.E.,
Secretary, Railway Board.

* No. R.T.-18 R/3 dated 28th March 1906.

R.T.-18 B/3.

CALCUTTA, 28th March 1906.

The SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter No. 546, dated the 19th March 1906, dealing with the shortage in the supply of wagons on Indian Railways. The views and policy of the Railway Board in reply to the remarks made in paragraphs 2, 3 and 4 of your letter have already been publicly given in the Memorandum by the Railway Board which appeared in the *Gazette of India*, dated the 24th March 1906.

The Railway Board desire me to refer you to their remarks under the head of "Rolling Stock" in their Memorandum.

It will be noticed that the Railway Board have expressed the opinion that "Indian Railways as a whole are at present below what should be the standard of equipment of rolling stock for present requirements." Since the Railway Board was formed they have taken steps to improve this standard, and will continue to do so *to meet future development of trade.*

I am further directed to state that the amount allotted for rolling stock during 1906-07 is for open lines solely. Rolling stock to equip new lines is provided for out of funds set aside for their construction.

A provision for new rolling stock for first equipment of a new line forms part of the construction estimate of every new project, and the money so spent on rolling stock is quite separate from funds provided to increase rolling stock on open lines.

With regard to the three points at the end of your letter on which you ask for certain information, I am directed to say that in allotting the 15 crores placed at the Railway Board's disposal for the year 1906-07 the first claims considered were those for rolling stock for open lines.

The actual amount asked for by Railway Administrations was 395 lakhs.

The amount allotted was 382 lakhs, and the whole of the demands of the Railways running into Calcutta were granted. The answers therefore to your questions are—

(1) The actual demands were 395 lakhs.
The actual grants are 382 „

(2) 13 lakhs.

(3) The Railway Board considered that the actual grants were as much as the Railways could spend during the year, and they considered that as the grant was one crore and eight lakhs in excess of the provision for the year 1905-06, the amount allotted was a very large proportion of the total sum available for the improvement and extension of the Railways of India. —I have, &c.,

C. A. R. BROWNE, Lt.-Col., R.E.,
Secretary, Railway Board.

Copy of letter No. 719, *dated* 10*th April* 1906, *from the Secretary Bengal Chamber of Commerce, Calcutta, to the Secretary to the Railway Board, Simla.*

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter No. R.-T.-18-B/3, dated Calcutta, 28th March 1906, in reply to my letter No. 546, of 19th March 1906, on the subject of the shortage in the supply of wagons on Indian Railways.

2. The Committee desire me to convey to you their acknowledgments for the assurances contained in this letter, and also for the detailed replies to the questions they asked. The Committee have also read with much care the Memorandum by the Railway Board forming Appendix III to the Financial Statement of the Government of India published in the *Gazette of India* of 24th March 1906. They are glad to notice in this statement an acknowledgment of the fact that Indian Railways, as a whole, are at present below what should be the standard of equipment of rolling stock for present requirements, and to have your assurance that the Railway Board have not only been taking steps to improve the standard, but will continue to do so to meet future developments of trade. The Committee desire me to express the hope that the full amount allotted for additional rolling stock will be made available and be worked up to.

3. With your letter and memorandum before them the Committee do not at present propose to offer any further remarks on this important subject.

APPENDIX F-4.

RAILWAY RISK NOTES.

PUNJAB CHAMBER OF COMMERCE,
DELHI, 11th April 1906.

To the SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

SIR,—It has been brought to the notice of my Committee that in the case of a bag of flour admitted to have been stolen from the Railway, part of a consignment of 450 bags of flour booked from Delhi to Howrah, on a Risk Note Form B (copy of which is attached) the East Indian Railway Company repudiate liability on the ground that the Risk Note exonerates the Railway Company from all responsibility.

It is contended by the Railway Company that when the sender signed this Risk Note, Form B, he voluntarily relieved the Railway Company from all responsibility whatsoever, including the risk of theft, having received in the specially reduced rate granted with Risk Note, a full consideration.

It is pointed out in support of this contention that Risk Note Form B has been approved by the Governor-General in Council, under Section 72 (2) (b) of the Indian Railway Act of 1890 and published in the *Gazette of India* No. 12, dated the 19th March 1898.

For obvious reasons my Committee hesitates to believe that it was the intention of Government to relieve the Railway Company from the responsibility to protect from theft goods entrusted to them.

If, however, Section 72 (2) (b) of the Railway Act, IX of 1890, affords the relief to the Railway Company which it is claimed it does afford in this direction, it is the opinion of my Committee that it is desirable that a respectful representation be made to Government in the matter, pointing out how diametrically opposed this exemption from responsibility is, to the fundamental principle of the Common Carriers Act, *vide* Section 8, of Act III of 1865 and 1903.

But meantime I am desired by my Committee to say that they will be pleased to receive your Chamber's views on the matter.—I am, &c.,

NORMAN S. LITTLE,
Honorary Secretary.

No. 363 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1906.

The HONORARY SECRETARY,
PUNJAB CHAMBER OF COMMERCE,
Delhi.

SIR,—I am directed to acknowledge receipt of your communication, dated 11th ultimo, on the subject of lost consignments and Railway liability when such consignments are booked on a Risk Note Form B. My Committee are of opinion that it cannot be the intention of Government to relieve Railways of all responsibility in such cases, and they agree with you that the exemption claimed by Railways is opposed to the fundamental principle of the Common Carriers Act.

Further inquiries have however elicited the fact that Government are themselves moving in the matter. The question was referred to by the Member for Commerce in his speech in Council recently in Calcutta. In March last a revised form of Risk Note, as drafted by the Railway Conference and revised in the Legislative Department, was circulated to the different Railways to ascertain if they were prepared to accept the Risk Note as revised by Government, whereby the loss of a complete consignment, or one or more complete packages forming part of a consignment, due to the neglect of a Railway, is not exempted by the terms of the Risk Note.

In these circumstances my Committee think it may perhaps be advisable to defer pressing the matter until further is heard from Government.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 48 OF 1907.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1907.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—My Committee will be obliged if you will be so good as to inform them whether any decision has been arrived at by Government as regards the liability of Risk Notes in use on Indian Railways.

It is understood that this question has attracted the attention of Government, and that in March last a revised form of Risk Note, as adopted by the Railway Conference, was circulated to the different Railways to ascertain if they were prepared to accept the Risk Note as revised by Government.

As several enquiries have since reached the Chamber, my Committee will be pleased to receive any further information that may be available on the subject.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 49 of 1907.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1907.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to forward for your information the accompanying copy of a letter addressed to the Department of Commerce and Industry regarding the liability of Risk Notes used on Indian Railways.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 805-9.

DEPARTMENT OF COMMERCE AND INDUSTRY (RAILWAYS),
CALCUTTA, 23rd January 1907.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 48, dated the 18th January 1907, and in reply to say that the revised Risk Note Forms B. and H., which have been accepted by the several railway administrations in India, will be published in the *Gazette of India* at an early date.—I have, &c.,

J. CAMPBELL,
Under-Secy. to the Govt. of India.

No. 972 of 1907.

P. W. Department, Railway Branch,
Bombay Castle, 16th March 1907.

To the Secretary, Chamber of Commerce,
Bombay.

Sir,—With reference to your letter No. 49, dated 18th January 1907, to the address of the Secretary to Government, General Department, I am directed to forward, for the information of your Chamber, a copy of the Resolution by the Government of India, Department of Commerce and Industry, No. 1836-1850, dated 27th February 1907, approving of revised Risk Note Forms B and H.

I am to state that the Resolution has been communicated to the Railway Administrations under the control of this Government for information and guidance, and that copies have also been distributed to the Press.—I have, &c.,

C. NORONHA,
for Secretary to Government.

No. 1836—1850.

GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY.

(RAILWAYS.)

RESOLUTION.

Dated Calcutta, the 27th February 1907.

In the Circular issued by the Public Works Department No. 1-Railway, dated the 9th March 1898, sanction was accorded to the adoption by Railway Administrations, among other risk note forms, of Form B, intended for articles despatched at a "special reduced" or "owner's risk" rate, and of Form H, used as an alternative to Form B, when a sender desired to enter into a general agreement, in place of executing a separate risk note for each consignment.

2. It has from time to time been represented that Railway Administrations should undertake a greater measure of responsibility in the case of consignments carried by them at the "special reduced"

or "owner's risk" rates than is entailed by the existing risk note forms; and, as the Government of India agreed with this contention, the question of the revision of the forms was referred to the Indian Railway Conference Association for consideration. The Association at their meeting in October 1904, revised the form of Risk Notes B and H; and these amended forms, after further revision by the Government of India, have now been finally accepted by all the railways represented by the Association.

3. The Governor-General in Council is pleased to approve, under section 72, sub-section (2), clause (b) of the Indian Railways Act, 1890 (IX of 1890), the use of the forms B and H appended to this Resolution by Railway Administrations working railways to which the Indian Railways Act, 1890 (IX of 1890), applies, with effect from the 1st April 1907.

4. In the case of railways in Native States to which the provisions of the Indian Railways Act, 1890 (IX of 1890), have been, or may in future be, applied, the Governor-General in Council is also pleased to approve the use of these forms from the 1st April 1907, or from any later date on which the Indian Railways Act may be applied.

ORDERED, that a copy of this Resolution, and of its enclosures be communicated to the Local Governments and Administrations noted in the margin, for information and guidance, to the Government of the Punjab, the Chief Commissioner, Central Provinces, the Agent to the Governor General in Baluchistan, the Accountant General Public Works Department, and to the Foreign Department, for information; and to the Secretary to the Railway Board, for further necessary action.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.
The Government of Bengal, Marine Department.
The Honourable the Resident at Hyderabad.
The Chief Commissioner of Ajmer-Merwara.

Ordered, also, that the Resolution, and the accompanying forms, be published under a Notification in Part I of the *Gazette of India*, and that they be reproduced in the Local Government Gazettes.

B. ROBERTSON,
Offg. Secretary to the Govt. of India.

_____RAILWAY.

PROPOSED RISK NOTE, FORM B.

[*Approved by the Governor General in Council under Section 72 (2) (b) of the Indian Railways Act, IX of* 1890.]

(To be used when the sender elects to despatch at a "Special Reduced" or "Owner's Risk" rate articles or animals for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the tariff.)

_____Station.

"

_____190 .

WHEREAS the consignment of_____ _____tendered by $\frac{me}{us}$ as per forwarding Order No._____of this date, for despatch by the_____Railway Administration or their transport agents or carriers to_____station, and for which $\frac{I}{we}$ have received Railway Receipt No._____of same date is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, $\frac{I}{we}$ the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway Administration and all other Railway Administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose Railways or by or through whose transport agency or agencies the said goods or animals may be carried in transit from_____station to_____station harmless and free from all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment, from any cause whatever **except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the Railway Administration, or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them** before, during and after transit over the said Railway or other Railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said

consignment: **provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.**

Signature of Sender _____

WITNESS.

Rank or { *Father's Name*_____

{ *Caste*_____ *Age*_____

*Signature*_____ *Profession*_____

*Residence*_____ *Residence*_____

WITNESS.

*Signature*_____

*Residence*_____

NOTE.—The above form is, for the convenience of the public, translated into the vernacular on the reverse, **but the form in English is the authoritative form,** and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

_____RAILWAY.

PROPOSED RISK NOTE, FORM H.

[*Approved by the Governor General in Council under Section* 72 (2) (*b*) *of the Indian Railways Act, IX of* 1890.]

(To be used as an alternative to Risk Note Form B, when a sender desires to enter into a general agreement instead of executing a separate Risk Note for each consignment.)

_____ STATION.

_____190 .

WHEREAS all consignments of goods or animals for which the_____Railway Administration quotes both Owner's risk or special reduced rates and Railway risk or ordinary rates are (unless $\frac{I}{we}$ shall have entered into a special contract in relation to any particular consignment) despatched by $\frac{me}{us}$ at $\frac{my}{our}$ own risk and charged for by the_____Railway Administration at special

reduced or Owner's risk rates, instead of at ordinary tariff or Railway risk rates, $\frac{I}{we}$, the undersigned, in consideration of such consignments being charged for at the special reduced or Owner's risk rates, do hereby agree and undertake to hold the _____ Railway Administration and all other Railway Administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively over whose Railways or by or through whose transport agency or agencies the said goods or animals may be carried in transit from _____ station to _____ station harmless and free from all responsibility for any loss, destruction, or deterioration of, or damage to all or any of such consignments from any cause whatever **except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due either to the wilful neglect of the railway administration, or to theft by or to the wilful neglect of its servants, transport agents or carriers employed by them** before, during and after transit over the said Railway or other Railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for carriage of the whole or any part of the said consignments : **provided the term "wilful neglect" be not held to include fire, robbery from a running train or any unforeseen event or accident.**

Signature of Sender _____

WITNESS. *Rank or* { *Father's Name* _____

Caste _____ *Age* _____

Signature _____ *Profession* _____

Residence _____ *Residence* _____

WITNESS.

Signature _____

Residence _____

NOTE.—The above Form is, for the convenience of the public, translated into the vernacular on the reverse, **but the Form in English is the authoritative Form,** and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

CHAMBER OF COMMERCE,
BOMBAY, 27th March 1907.

No. 277 OF 1907.

The MEMBERS of the BOMBAY CHAMBER of COMMERCE.

GENTLEMEN,—The accompanying Revised Forms of Risk Notes, B and H together with a copy of the Government of India Resolution thereon, is circulated for the information of members of the Bombay Chamber of Commerce.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F-5.

GOVERNMENT TENDERS FOR SLEEPERS.

CHAMBER OF COMMERCE,
BOMBAY, 9th August 1906.

No. 711 OF 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—With reference to the advertisement published in the daily papers calling for Tenders for Sleepers, in which it is stated that tenders should be accompanied by a deposit in Currency Notes equal to 2 per cent. of the value of the tenders, I am directed by my Committee to draw your attention to the hardship such a stipulation would entail on tenderers, and to request that tenderers may be allowed to deposit Government paper in place of Currency Notes as is the usual custom with most tenders.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R. S. 125 Z/2.

RAILWAY BOARD,
SIMLA, 15th August 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 711, dated the 9th August 1906, and to state that the suggestion

made by you has already been adopted, *viz.*, that tenderers should be allowed to deposit Government paper in lieu of Currency Notes if they so wish.—I have, &c.,

C. A. R. BROWNE, LT.-COL., R.E.,
Secretary, Railway Board.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1906.

No. 744 OF 1906.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I have the honour to acknowledge receipt of your letter of the 15th instant, regarding Security Deposits in Railway contracts. My Committee whilst thanking the Board for the concession that allows such deposits in Government paper in lieu of Currency Notes, beg that the following suggestion might also be favourably considered, namely that tenderers be permitted to deposit the Government paper in Presidency Banks instead of having to forward it to Simla.

The concession, it is felt, would be much appreciated, especially in cases where large contracts have to be dealt with.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. R. S. 125 Z/7.

RAILWAY BOARD,
SIMLA, 12th September, 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 744, dated 24th August 1906, and to inform you that your suggestion as to the deposit of Government Paper in Presidency Banks for earnest money on tenders is under the consideration of the Railway Board.—I have, &c.,

F. A. HADOW,
for Secretary, Railway Board.

APPENDIX G-1.

CODE LANGUAGE TELEGRAMS.

No. 6294T.

INDIAN TELEGRAPH DEPARTMENT,

SIMLA, 21st September 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward herewith 30 copies of a Press *Communiqué* issued by the Government of India, Department of Commerce and Industry, giving the reasons for certain alterations in the rules for Inland and Foreign telegrams which are to come into force from 1st October 1906, and I shall be obliged if you will kindly invite the attention of your members to the same.—I have, &c.,

S. H. C. HUTCHINSON,
Director-General of Telegraphs.

GOVERNMENT TELEGRAPH DEPARTMENT.

Copy of Press Communiqué issued by the Government of India, Department of Commerce and Industry.

Rule III of the *Indian Telegraph Guide* permits multiple telegrams addressed to more than one telegraph office being written on the same telegram form. This rule, which is special to the Indian Inland Telegraph system, was introduced in July 1891, in order to save the senders of telegrams some trouble in writing out several copies when the texts were identical. In telegraph offices these multiple massages are passed on from one line to another, successively, for transmission to the various offices to which they are addressed, and are necessarily liable to delay at one line or another, when there is pressure of traffic, imperfect working of the lines, etc., which delay is of course cumulative. Delays are further caused by the telegraph operator in the hurry of work forgetting to pass these multiple messages on to the next line for transmission, and, instead, filing them

with other telegrams which are finally disposed of. The mistakes in such cases cannot be detected till the disposed of messages are, later on, examined by a Telegraph Master. Often too, the Telegraph Master in hurriedly examining the messages does not detect these mistakes, the result being that messages are not transmitted to the remaining addresses. The Director General of Telegraphs has brought to notice that a large percentage of the complaints regarding delays and non-receipt of massages received in the Telegraph Check Office relate to telegrams of this class, and that in a recent complaint of delays to 94 messages no less than 89 referred to offices included in multiple telegrams addressed to more than one Telegraph Office. Senders of telegrams gain nothing by the present system allowed by rule III of the *Indian Telegraph Guide* except the saving of some trouble in writing out several copies; while on the other hand, they run the risk of serious inconvenience by some of their telegrams being either delayed or not transmitted. The Government of India have therefore decided, that, from the 1st October 1906, all State and Private telegrams which are addressed to more than one telegraph office must be written on separate telegram forms according to the practice in the United Kingdom and in other countries. The revised ruling will, however, not apply to Inland Multiple Press telegrams which are governed by Rules 128 and 129, paragraph 9, of the *Indian Telegraph Guide.*

2. Foreign Telegraph Administrations have brought to notice that plain language telegrams from India frequently contain words which are contrary to the usage of the language of the country to which they are addressed, and, that, in Code language telegrams, two or more plain language words are generally combined to form single code words, and they have requested that the Government of India may take such steps as they consider necessary to check this abuse. As telegraph offices in India are not in a position to know when words in foreign languages are altered, or joined together, contrary to the usage of these languages, the Government of India have decided that, from 1st October 1906, in the case of Foreign Private telegrams in any plain language other than plain English or the Vernacular languages of India or Ceylon, the sender shall certify at the foot of the telegram form (or at the back if more convenient) that the messages do not contain combinations or alterations of words contrary to the usage of the language; or, if the telegrams

are worded in code language, that the words are not combinations of two or more words in plain language contrary to the usage of the language. These certificates will not be required in the case of Foreign State telegrams.

S. H. C. HUTCHINSON,
Director-General of Telegraphs.

SIMLA, 12th September 1906.

CHAMBER OF COMMERCE,
BOMBAY, 28th September 1906.

No. 239 OF 1906.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I had the honour of telegraphing to you, on the 26th instant, as follows :—

"With reference your letter 6294 of 21st instant, Committee "are of opinion that proposals contained in para. 2 of Press *Com-* "*muniqué* are undesirable and would entail considerable inconveni- "ence to mercantile community. Request deferring action until "receipt of our letter which follows."

The Committee of the Chamber have since been favoured with your reply reading as under :—

"Your telegram of 26th instant. I regret that it is impossible to "postpone introduction of new rule as it was notified in *Gazette of* "*India* some weeks ago and is included in new edition of Telegraph "Guide now in course of issue. I would point out that the same "rule is in force in the United Kingdom. Your letter will, however, "receive full and careful consideration."

I am to convey to you the thanks of the Committee for your prompt reply, and to say that the representation referred to in my message is under consideration and a reply will be forwarded shortly.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 5th October 1906.

No. 860 OF 1906.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

SIR,—Your two telegrams of the 27th and 29th ultimo were laid before my Committee at their meeting of the 3rd instant and carefully considered by them.

In reply I am instructed to convey the best thanks of my Committee for your prompt and courteous reply, and to say that as the orders referred to in para. 2 of the Press *Communiqué* issued by the Government of India are practically only calling attention of senders to Rules 163 and 221 of the Telegraph Guide and the Regulations of the International Telegraph Convention, they understand they will have no effect on the present Commercial Codes in use. At the same time they are unable to understand the reason for such a restriction. Under Rules 161 and 162 it is permissible that words used in code messages, consisting of not more than ten letters, can be made up in any combination provided it is pronounceable, and it is therefore difficult to understand why there should be any further restriction as to how those ten letters should be made up. It appears to my Committee that as a code word generally represents a phrase of considerably more than two words, there is no necessity for restricting such ten letters from being made up of one or more words, and they would therefore be glad to see such restrictions done away with and the conditions restricted to the regulations contained in Rules 161 and 162 of the Telegraph Guide. My Committee would suggest that you consider the advisability of bringing this matter forward at the next meeting of the Telegraph Convention.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 6660 T.

INDIAN TELEGRAPH DEPARTMENT,
SIMLA, 3rd November 1906.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I have the honour to acknowledge the receipt of your letter No. 860 of 1906, dated 5th October 1906, and to say that I propose to ascertain the views of the British Post Office on the subject, and will communicate with you again.—I have, &c.,

S. HUTCHINSON,
Director-General of Telegraphs.

APPENDIX G-2

INDIAN TELEGRAMS (CHARGES).

CHAMBER OF COMMERCE,
MADRAS, 26th March 1906.

The SECRETARY, CHAMBER of COMMERCE.
Bombay.

DEAR SIR,—I beg to enclose herein copy of a letter which this Chamber has addressed to the Director-General of Telegraphs on the subject of urgent and ordinary telegrams.—I am, &c.,

H. BEAUCHAMP,
Ag. Secretary.

CHAMBER OF COMMERCE,
MADRAS, 19th March 1906.

The DIRECTOR-GENERAL of TELEGRAPHS,
Calcutta.

SIR,—I have the honour to invite your attention to the anomaly in the charges for Urgent and Ordinary telegrams when messages exceed sixteen words. The charges for sixteen words in the above two classes are Rs. 2 and Re. 1, and for every additional word annas 4 and 2 respectively, which is not in proportion to the payment for the first sixteen words. Rather than pay excessive charges in cases of long telegrams, senders are understood to be in the habit of splitting up the messages in two, three, four or even more telegrams to the same addressee, where one would suffice, if the additional charge per word were half what it now is.

For instance, an urgent message of 70 words in the text and two in the address can be despatched in five separate messages of 14 words in the text and two each in the address for Rs. 10, whereas, if it is despatched in one message, the cost is Rs. 16. In the latter case the Telegraph Department has five separate messages to deal with aggregating in all 80 words, and only receives Rs. 10 against Rs. 16, charged for the single message of 72 words. An urgent or ordinary

message in excess of 24 words, can always be despatched more economically in two or more messages, and frequently the second or other messages can be sent in a lower class at a still greater saving. Were the cost of the additional words proportionate to the first sixteen, the whole message would probably be sent in the higher class and the Telegraph Office saved the trouble of wiring the address twice, thrice, or more times. It is an anomaly that two or more separate messages containing the same number or even more words in the text than in a single message, are transmitted at a less cost than the single message, and large sums must be lost to the State annually by messages being divided, and the less important portion sent in a lower class.

It seems probable that there will again be a surplus in the Budget this year, and the present seems to the Chamber therefore a fitting opportunity to consider the question of reduction in the rates.—I have, &c.,

A. J. YORKE,
Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 2nd April 1906.

No. 243 OF 1906.

The DIRECTOR-GENERAL of TELEGRAPHS,
Calcutta.

SIR,—This Chamber has been favoured with a copy of a letter addressed to you by the Madras Chamber of Commerce regarding the anomaly in the charges for "Urgent" and "Ordinary" telegrams when messages exceed sixteen words.

My Committee direct me to say that they are in entire accord with the views put forward by the Madras Chamber, and concur in urging the removal of the grievance complained of. They further wish to draw your attention to the still greater anomaly in the charges for the more extensively used deferred messages, as the following will show :—

Urgent messages—16 words for Rs. 2 and each additional word Re. 0-4-0. That is, twice as much as each word in the original message.

Ordinary messages—16 words for Re. 1 and each additional word Re. 0-2-0, also twice as much. Deferred messages—10 words for Re. 0-4 0 and each additional word Re. 0-1-0. Here each word in the original message costs only 4·8 pies per word, whereas each additional word costs 1 anna, or 2½ times as much.

Considering the growing practice of splitting up messages (as referred to in the Madras Chamber's letter), which causes inconvenience to the public and an appreciable loss to Telegraph Department both in money and extra labour. my Committee are of opinion that it would be to the advantage of all concerned if the additional words were charged for as follows, *viz.*:—

For Urgent Messages at Re. 0-2-0 per word.
„ Ordinary „ at Re. 0-1-0 „
„ Deferred „ at Re. 0-0-6 „ —I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER of COMMERCE,
BOMBAY, 5th April 1906.

No. 259 OF 1906.

The SECRETARY, CHAMBER of COMMERCE,
Madras.

DEAR SIR,—I beg to acknowledge receipt of your communication of the 20th March, together with a copy of a letter addressed by you to the Director General of Telegraphs on the subject of Urgent and Ordinary telegrams.

In reply I am directed to forward, for your information, a copy of our letter to the Director-General of Telegraphs in support of your representation ; and incidentally we have also drawn attention to the anomaly in respect of charges for Deferred Messages.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 5132 T.

INDIAN TELEGRAPH DEPARTMENT.

SIMLA, 25th April 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 243 of 1906, dated 2nd April 1906, and to inform you that the question regarding the anomaly in the charges for Inland telegrams has been referred to the Government of India.—I have, &c.,

S. HUTCHINSON,

" Director-General of Telegraphs.

No. 5492 T.

INDIAN TELEGRAPH DEPARTMENT,

SIMLA, 8th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of my letter No. 5132 T., dated the 25th of April 1906, I have the honour to inform you that the Government of India have carefully considered the representations of the Chambers of Commerce regarding the anomaly in the rates for Inland telegrams. They recognise that an anomaly exists which, at some future time, it will be necessary to remedy, but they regret that they are unable to make any reduction in the charge for additional words at present, or to hold out hopes that it will be possible to do so at an early date.—I have, &c.,

S. HUTCHINSON,

Director-General of Telegraphs.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 12th May 1906.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 258 of 1906, dated 5th April 1906, and to forward copy of a letter addressed to the Director-General of Telegraphs by the Chamber in support of your recommendations regarding the scale of charges for Deferred telegrams.

My Committee will be glad to be favoured with the views of your Chamber on the proposal put forward to merge Urgent and Ordinary telegrams into one class.—I am, &c.,

A. D. PICKFORD,
Acting Secretary.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 12th May 1906.

The DIRECTOR-GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—This Chamber has been favoured with a copy of a letter No. 243 of 1906, dated 2nd April 1906, addressed to you by the Chamber of Commerce, Bombay, on the subject of the scale of charges now in force for the transmission of Inland telegrams.

The anomaly existing in the case of deferred telegrams whereby it is cheaper to split one long message into two or more shorter messages was brought to the notice of this Chamber some months ago, but, in the absence of any evidence indicating the practice of splitting up messages to be a common one, it was decided to defer making any representation upon the subject until the comparatively recently introduced tariff had been more fully tried.

It is now evident that the public have become alive to the advantages in point of economy of dividing messages into parts, whereby much inconvenience is caused to receivers of telegrams and additional work in signalling addresses twice or thrice instead of once is thrown upon the Telegraph Department without corresponding increase in revenue. My Committee, therefore, hope that the proposals of the Bombay Chamber of Commerce, so far as they relate to the charges for deferred messages, will receive favourable consideration.

With regard to the two other classes "Urgent" and "Ordinary," my Committee are of opinion that the time has arrived when these classes might be abolished with advantage, and they would suggest the adoption of the following tariff :—

Telegrams (without classification), 16 words for Re. 1 and 0-1-0 for each additional word.

Deferred telegrams, 10 words for four annas and six pies for each additional word.

My Committee believe that the impetus which the adoption of such a tariff would give to the use of telegraphic communication would very rapidly compensate the revenues for the abolition of the very expensive "Urgent" telegram and the reduction in the rates for "Ordinary" and "Deferred" messages.—I have, &c.,

A. D. PICKFORD,
Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th May 1906.

No. 453 of 1906.

The SECRETARY, UPPER INDIA CHAMBER of COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge with thanks receipt of your letter of the 12th instant, together with copy of a communication to the Director-General of Telegraphs in support of the Chamber's recommendations regarding the scale of charges for Deferred telegrams.

With reference to your proposal to merge Urgent and Ordinary telegrams, my Committee feel that the procedure would not meet with general approval, as the facilities afforded the public under varying conditions by the present three classes of telegrams are recognised to have their distinct advantages. While, therefore, approving an all-round reduction of rates, they do not see their way, in existing circumstances, to favouring the change you suggest.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 268.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 4th June 1906.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 453 of 1906, dated 25th May, intimating that your Committee do not favour the merging of Urgent and Ordinary telegrams into one class.

Since the receipt of your letter a reply (No. 5342T, dated 19th May 1906) has reached this Chamber from the Director-General of Telegraphs, of which I enclose a copy for the information of your Committee.

With regard to the first para. of the Director-General's letter it can be demonstrated that the argument employed by the two Chambers was somewhat under-stated. An undivided message of, say, 25 words, of which, say, three words comprise the address, can be transmitted for Rs. 1-3-0, whereas the same message divided into three parts entails on Government the signalling of 6 extra words—*i.e.*, the address twice repeated—and will cost the sender only Re. 0-13-0. Thus, not only is there no increase of revenue, but the Telegraph Department has to do more work for less money.

It is, however, the second para. of the Director-General's letter regarding which my Committee desire to consult your Chamber. It is stated therein that the "Ordinary" telegram is being less and less resorted to, and it would appear therefore that the general public can be satisfactorily served by two classes of telegrams only. Meantime those who are not prepared to run the risk of the despatch of their telegrams being delayed on account of the precedence that must be given to the more expensive class, and who must for that reason make use of the Urgent telegram, pay rates on a scale which it is felt could not be maintained were Urgent and Ordinary telegrams to be merged into one class. If, as seems to be the case, the disappearance of one class will in the natural cause of events occur, my Committee feel that the interests of the public would be better served were the reduction of classes from three to two to be anticipated and the tariff for the higher of the two remaining grades to be on the same scale as that now in force for the Intermediate or, in other words, Ordinary class.

My Committee will be glad to know whether, in view of the altered aspect of the question created by the Director-General's letter, your Chamber is prepared to accord support to their representation on this subject.—I am, &c.,

A. D. PICKFORD,
Acting Secretary.

Copy of letter No. 5342 T., *dated Simla, the* 19*th May* 1906, *from the Director-General of Telegraphs, to Upper India Chamber.*

In acknowledging the receipt of your letter, dated the 12th of May 1906, I have the honour to inform you that the anomaly in the charge for "Deferred" telegrams has already been submitted for the consideration and orders of the Government of India, but I would point out in this connection that, as the address is now charged for in all classes of telegrams, the remark that "Signalling addresses twice or thrice instead of once is thrown upon the Telegraph Department without corresponding increase in revenue" is incorrect.

2. With regard to the tariff which you suggest might be adopted, I beg to thank you for the expression of your views, which shall receive careful consideration; but I am not, at present, prepared to recommend them to Government. So far as my information goes, I believe the general public, and particularly the commercial public, would protest very strongly against any attempt to abolish the "Urgent" class, and I may point out that it is becoming more and more apparent that the class intermediate between the two already named, *viz.*, the "Ordinary" class, is gradually being less resorted to and will not improbably eventually die a natural death.

CHAMBER OF COMMERCE,

BOMBAY, 15th June 1906.

No. 524 OF 1906.

The ACTING SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 4th instant, and, in reply, I am to inform you that my Committee regret they cannot see their way to supporting your suggestion regarding the merging of Urgent and Ordinary telegrams and reducing the tariff to that now charged for the latter class.

My Committee are still of opinion that the three classes as existing serve a useful purpose, and that any alteration would be objected to by the public.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G-3.

TELEGRAPH RATES BETWEEN BOMBAY AND ADEN.

CHAMBER OF COMMERCE,
BOMBAY, 14th December 1905.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—A member of the Chamber has called the attention of the Committee to the charge made for messages between Bombay and Aden, the rate being at present Rs. 1-5-0 per word. My Committee are unable to understand why the rate for the comparatively short distance to Aden should be so high when Rs. 1-8-0 per word is only charged the whole way to the United Kingdom? They would therefore feel much obliged if you would be so good as to furnish some explanation of the disproportion in the rate to Aden.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 7623-75-4.
GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY (Telegraphs).
CALCUTTA, 20th December 1905.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 14th December 1905, on the subject of the disproportion between the telegraph rates to Europe and to Aden.

2. I am to say that the matter is at present under the consideration of the Government of India, and that a further communication will be made as soon as they are in a position to state definitely what reduction, if any, it will be practicable to secure in the Aden-Bombay rate.—I have, &c.,

J. CAMPBELL,
Under-Secretary to the Government of India.

No. 6512-49.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY (Telegraphs).

SIMLA, 18th August 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of Mr. Campbell's letter No. 7623-75, dated the 20th December 1905, I am directed to say that the Government of India have endeavoured to obtain a reduction on the present rates for telegrams exchanged between India and Aden, but up to the present time they have been unable to obtain the consent of the other authorities interested in the matter. The Government of India recognise that the rates are disproportionately high, and will take all suitable opportunities of pressing for a reduction.- I have, &c.,

G. RAINY,
Under-Secretary to the Government of India.

APPENDIX G-4.

GOVERNMENT TELEGRAPH COMMITTEE.

No. 32-35.

TELEGRAPH COMMITTEE,

SIMLA, 18th October 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—The Committee appointed to enquire into the organization of the Indian Telegraph Department propose to visit Bombay on the 3rd November and will probably spend eight days in that place as shown in the tour programme, a copy of which is enclosed. In accordance with the instructions contained in paragraph 14 of the Resolution, the Committee desire to ascertain the views of Commercial bodies by whom the telegraph system is largely

Vide Resolution of the Government of India in the Department of Commerce and Industry, No. 7550-7575-88-T. E., dated the 25th September 1906 which was published in the *Gazette of India* of the 29th September 1906.

used regarding any matters which such bodies may wish to bring to their notice. It is thought that a convenient method of obtaining the opinions of the Bombay Chamber of Commerce would be for the Committee of the Chamber to nominate two representatives of the Commercial community who would meet the Telegraph Committee and lay their views before them. If this suggestion is approved by your Committee I am to request that two such representatives may be nominated for the purpose. The time and place of meeting can be arranged on the arrival of the Committee at Bombay. The Telegraph Committee will be glad to have their attention drawn to any points in the existing Telegraph system which the Chamber regard as defective and to receive any suggestions for improvement or reform. If the nominated representatives can conveniently supply the Committee beforehand with a note of their views or of the points for consideration, it is thought that discussions would be much facilitated. In addition to the above if the Committee of the Chamber would like to meet the Telegraph Committee as a body, the Telegraph Committee will be very glad to confer with them at any time which may be convenient.

2. The address of the Committee will be Simla up to the 27th of October and thereafter all letters should be addressed to the Secretary of the Telegraph Committee, Camp, (India),—I have, &c..

G. RAINY,
Secretary.

No. 7550—7575—88.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPH ESTABLISHMENT,

SIMLA, the 25th September 1906.

RESOLUTION.

For some time past the organisation and work of the Telegraph Department in all its branches have been occupying the close attention of the Government of India. From the time when construction first began in 1850—51 the history of the Department covers a period of a little more then half a century, during which Telegraph Officers have rendered admirable services to the State, and have shown

themselves second to none in public spirit and *esprit de corps*. In the Mutiny of 1857 their work was of incalculable value, and in more recent times they have again and again proved their devotion to duty and their power of overcoming the gravest physical difficulties during the Afghan War, in Burma, in frontier expeditions and in Tibet. In the less trying circumstances of the every day work of the Department their achievements have not been less excellent. In fifty-five years the number of miles of open line has risen from nothing to 64,730 the number of miles of wire from nothing to 243,840 and the number of paid messages now exceeds ten millions in the year. Successive reductions of the charges for all classes of telegrams have placed telegraph facilities within the reach of all and the Government of India believe that the efficiency of the service is thoroughly appreciated by the public. It is a record of which the Department may well be proud, and it may be confidently anticipated that the future will not be unworthy of the past.

2. But, if this is to be accomplished, it is essential that the Department should not be handicapped by obsolete methods or faulty organisation. The continuous growth of the Department yearly increases the strain on every branch of the service, magnifies the scale of operations, and tests the adequacy of the established methods of work and administration. The expansion of the work, which has always been rapid, has in recent years become enormous. Traffic has gone up by leaps and bounds, and with commercial and industrial development and the spread of education the rate of progress must be expected to increase in the future. The organisation which was suitable in the infancy of the Department, and has proved itself equal to the care of its vigorous youth, cannot be expected without modification to meet fully the requirements of its maturity. Mere multiplication of establishment without an effort to understand what the conditions are, and to provide for them appropriately is no remedy, and must in the end be absolutely fatal both to economy and efficiency. New conditions call for new methods, fresh problems demand appropriate solutions, and traffic on an unprecedented scale must be disposed of by other methods than have hitherto sufficed. It is for this reason that the Government of India deem it necessary to review the work of the Telegraph Department in all its branches and to examine the manner of recruitment, the mode of work, and the distribution of responsibility

amongst the various authorities. From the need of a periodical examination of its organisation and duties no service is exempt, and in the case of the Telegraph Department the increase of work render it imperative that the task should be no longer postponed, if it is to do justice to the reasonable expectation of the public and to its own past history.

3. One particular respect may be mentioned in which the need for reform is specially urgent. So long as the Department was comparatively small, it could be administered conveniently and efficiently from one centre under the immediate personal control of a single head ; but the time when this could be done is already past. In the year 1904 when an increase of establishment in the Director's Office was applied for, the Government of India were impressed by the immense volume of the work with which the Direction was burdened, and the number and variety of the questions (some of them of the most trivial character) with which the Director General was expected to deal. An experienced officer of the Accounts Department, Lieutenant-Colonel Waller, was deputed to inspect the head office and to formulate proposals for the relief of the head of the Department from all questions of a routine character, and all matters of minor importance, the disposal of which might safely be entrusted to subordinate authority. Lieutenant-Colonel Waller in his report entirely confirmed the impression which the Government of India had already formed that the Direction was over-burdened and in urgent need of relief, and he also drew attention to the defective organisation of the Department, by which no less than twenty-eight separate offices were immediately subordinate to the Director-General. He therefore advocated the grouping of the Telegraph divisions in several great circles of control, and the creation of a grade of officers intermediate between the Director General and the Divisional Superintendents, to whom much larger powers could be delegated than could safely be entrusted to Superintendents. These recommendations were approved by the Government of India, and a small Departmental Committee was constituted to prepare a detailed scheme of decentralisation. The proposals of the Committee were considered to be generally suitable, but, before final orders could be passed, it became necessary to postpone a decision, until the prior question of the amalgamation of the Post Office and Telegraph Departments had been settled.

4. The decision arrived at with regard to amalgamation was made public by the Hon'ble Mr. Hewett in his speech in the Budget Debate on the 28th March 1906, and to the conclusions then expressed the Government of India adhere. Amalgamation could only be justified if it could be shown that it would result in a financial saving without loss of efficiency; or that it would secure increased efficiency with a similar standard of expenditure. The organisation of the two Departments at the present time is entirely different, and without a radical change in the Telegraph Department amalgamation could not possibly be attempted. Reorganisation must therefore in any case precede amalgamation, and may in view of the special conditions prevailing in India, render it unnecessary, provided that the work of the two Departments be properly co-ordinated. In the work of co-ordination progress has already been made, and will be continued under the control of the Department of the Government of India to which both services are subordinate; and the principle that post and telegraph offices should be combined, wherever possible, should be steadily enforced. Not fusion, therefore, but co-ordination is the policy which the Government of India have adopted as suitable for the present time and as conducive under existing conditions to efficiency and economy.

5. The scheme of decentralisation submitted by the Departmental Committee provided for the constitution of six circles each in charge of a single officer, for the delegation to these officers of large powers and for the reorganisation of the staff of the Direction and its office establishment. Some system of this kind the Government of India regard as indispensably necessary, not only in order to leave the Director General free to devote more time to the more serious problems of administration, though the importance of this can hardly be overrated, but also to afford an opportunity to the officers of the Department to acquire a sound training in administrative work, which under the present system they have small chance of obtaining. The scheme which has been prepared has been drawn up on thoroughly sound lines, and will, the Government of India think, be found to be generally suitable, but it is not possible to proceed at once to its introduction. In certain minor respects it requires further examination in the light of what has occurred since the Committee sat. It is thought, for example, that if possible Telegraph and Postal Circles should be coterminous, not merely because amalgamation must remain

a possibility of the future, but also because, if the system of combined offices is to be extended, it is essential to harmonious working that the jurisdictions of the various Divisions of the two Departments should not overlap.

6. But there is another and more cogent reason for postponing the introduction of the scheme. Facts which have recently come before the Government of India and especially those elicited in the enquiries made regarding the question of amalgamation, point to the conclusion that decentralisation by itself will not suffice to place the Department on a sound basis, and that more comprehensive measures are called for. There is reason to believe that, on the one hand, highly paid officers, who have received an elaborate technical training, are sometimes employed in work of a routine character, which could equally well be performed by officers without special training, and on lower pay, while, on the other hand, the system is not fitted to turn out men with the requisite experience and training in matters where special knowledge is essential. The work done by a Telegraph Officer during the earlier stages of his career (*e.g.* when he is in charge of a sub-division) is exactly the same as that performed by Sub-Assistant Superintendents whose qualifications are far inferior. It would appear therefore that for sub-divisional work proper the special technical training which officers of the superior staff receive is not required. On the other hand, although Assistant Superintendents have every chance of making themselves experts in construction work, they seldom have an opportunity to acquire by practical experience a full knowledge of the vitally important matter of traffic working, nor have they been always encouraged to devote themselves to the scientific study required to qualify them for dealing with modern developments of telegraphy. It ought therefore to be considered whether the present distribution of duties among the higher officers of the Department might not be improved with advantageous result both to economy and efficiency. It should be decided how many officers are required for strictly scientific work, how many for construction and maintenance, and how many for traffic. To the total number thus arrived at must be added the proper proportion of junior officers, who may be considered as still under instruction, and it has to be determined how they can be most usefully employed both in the interests of the Department and with a view to their own training. The decentralisation scheme necessarily

involves some readjustment of the higher appointments and the time is opportune for a complete settlement of the whole question.

7. The organisation and duties of the Upper Subordinate Establishment are inseparably connected with those of the Superior Staff, and any radical change in the one involves some corresponding modification in the other. Sub-Assistant Superintendents are at present recruited by promotion from the ranks of the Signalling Staff; and they are employed partly in traffic work in the larger offices, partly as subdivisional officers, and partly on construction, while a few are attached to the offices of Divisional Superintendents and Sub-divisional officers. Their duties are thus somewhat various and call for qualifications of diverse kinds, but it is not clear that they receive any systematic training to fit them for their work. The Government of India believe that considerable improvements might be effected in their recruitment and training, and that the question should be fully considered. Any scheme of reform must necessarily include a consideration of the duties which this class of officer may properly be called on to perform.

8. In an earlier paragraph reference has been made to the important bearing which a proper control over traffic working has upon the efficient and economical administration of the Department. The object for which the whole system ultimately exists is the prompt transmission of messages at as low a cost as possible, but the problems of traffic working are essentially of an administrative character, and, as already pointed out, Telegraph Officers have not at present sufficient facilities for becoming experts in this particular. Experience in other countries has shown that, when the increase of messages reaches a certain stage, it is absolutely necessary in the interests of economy to employ special officers, working directly under the headquarters office, to make detailed examinations and to devise improvements in this branch of work. The Government of India are disposed to consider favourably the employment of special officers of this kind in India, and in order that full advantage may be taken of the experience gained elsewhere, it has been suggested that, as a beginning, an expert Traffic Officer should be obtained from England for a limited period to inspect the system in this country and to advise Government as to its improvement. The Government of India are inclined to believe that the introduction of new ideas by this means would prove advantageous to the Department, but it will

suffice at present merely to note the suggestion as one which should be further considered.

9. Intimately connected with Traffic Administration is the question of the organisation of the Signalling Establishment. This question was considered by the Departmental Committee which sat in 1904, and definite proposals were submitted to Government; but the difficulties connected with the subject are very great, and no final decision has yet been arrived at. Meanwhile the rapid growth of work has made further postponement a direct invitation to serious failure. In 1902-03 the increase in the total operations over the previous year was 5 per cent., in 1903-04, 7·6 per cent., in 1904-05, 24·17 per cent. (this enormous rise being no doubt due to the reduction in the rates) and 1905-06, 14·97 per cent. Nor is there any reason to think that the movement has spent its force. Large additions have from time to time been made to the Signalling Establishment, but it is obvious that, unless the Department is to be worked at a loss, the process cannot be continued indefinitely. The growth of work must be partly met by a rise in efficiency, and an improvement in the outturn of the individual signaller. That the present average outturn, in spite of some improvement which has taken place recently, is far below what it might be, and is absurdly low when compared with the results obtained in other countries does not admit of doubt. The Government of India understand that in Belgium telegraphists serving on a line constantly worked can produce on the Morse apparatus thirty or thirty-five telegrams an hour, and that smart operators may do even forty-five and fifty. In England the standard average of twenty-four telegrams per operator per hour is insisted on, and if that is not reached explanations are called for. On some circuits of course the rate goes below twenty-four, but on a constantly fed main wire a standard of forty or fifty messages an hour is frequently attained. In India the average outturn in combined and departmental offices together does not amount to six messages per hour, while from figures submitted by the Director General it appears that in fourteen of the principal Departmental offices the average outturn per diem amounted in 1905 to fifty-six messages per man or seven per hour. It is possible that widely different conditions may make the English standard impossible of attainment in India, but that an improvement can and ought to be made is clear.

10. In order to improve the outturn of work a system has been tentatively introduced in some of the larger offices, by which all signallers, who exceed a certain minimum number of messages in a day, receive additional remuneration in proportion to the excess number of messages disposed of. From this system of "pie money" or from some similar system, the Government of India look for important results. When a signaller's earnings are directly dependent on the amount of work he does, it is reasonable to expect that he will exert himself and endeavour to do his best. On the other hand, when the idle and industrious are paid alike, no man has any motive to do more than his neighbour, and an inevitable tendency exists for all to sink to the same dead level of production. The "pie money" system has already produced a decided improvement where it has been brought into force, but there are a number of details which cannot be settled without further examination, *e.g.*, the standard number of messages which a signaller may fairly be expected to attain before extra emolument is earned, and the precise form of the system which will be best suited to the needs of the Department. It will be necessary to consider how far signallers should be remunerated by fixed salaries and how far by earnings proportionate to the amount of work done. A scheme by which all signallers would receive a fixed subsistence allowance, and additional remuneration for each message despatched, would have distinct advantages, for the earnings of every man beyond the fixed minimum would be automatically regulated by the amount of work done, and signallers would have every incentive to exert themselves to the utmost. An additional advantage would be that the present cumbrous and inconvenient classification of signallers as Superior, Good, Average and Indifferent would be got rid of and the necessity for periodical testing examinations removed. The Government of India are unable to say at present how far it would be safe to go in this direction, but the matter merits full investigation.

11. There are other questions connected with the organisation of the Signalling Establishment besides that of the mode of remuneration. It has been found increasingly difficult to obtain recruits in sufficient numbers, or of the standard of physique and education which is desirable, and it appears clear that an effort must be made to widen the field of recruitment. Two measures have been suggested with this object, of which one aims at the reduction of the number of

general service men in the Department (*i.e.*, those liable to service in any part of India), and the establishment at the Presidency towns and possibly at some other large centres, of purely local non-pensionable services, while the other contemplates the employment of female telegraphists. Both these suggestions are worthy of serious consideration, and it may, the Government of India think, be possible to give effect to them.

Finally the rate of expansion which has prevailed recently in the Department has forced on the notice of Government the necessity of devising some scheme for the automatic increase of establishment in proportion to the actual increase of traffic, provision being made for the increase of controlling establishment in defined proportion to the increase in lower grades. Government are not always in a good position to decide whether an increase is required or not, and so far as possible the system should be made self-regulating, if this can be done with due regard to the interests of economy.

12. In connection with the relations of the Telegraph Department to the Post Office, allusion has already been made to the question of combined offices. This is a matter which the Government of India regard as of the greatest importance to economical administration. They consider that the principle of combining Post and Telegraph offices wherever possible should be steadily enforced; new departmental offices should be opened only when the necessity cannot be avoided, while in the case of existing offices, it should be considered to what extent combination can be effected. It will be necessary, however, to examine the matter carefully, and to lay down the principles which should regulate the policy of Government in dealing with individual cases.

In another respect the relations of the two Departments might be closer, *viz.*, the accounts system. In most European countries, though the extent to which the Departments are amalgamated varies, it has been found possible and desirable to effect a complete combination of the accounts administration. It is not possible to say at present whether this would be practicable in India, and whether the advantages to be derived from the amalgamation, if feasible, are sufficient to make the change advisable. But the Government of India consider that the matter should be fully investigated.

13. The questions which have been raised in the foregoing paragraphs are of very considerable importance, and demand full exami-

nation. The Government of India have therefore decided to appoint a Committee to consider them and certain other minor matters which have not been specifically referred to, and to advise Government as to the course which should be followed. The Committee will consist of the following gentlemen :—

President:

SIR LEWIS TUPPER, K.C.I.E., C.S.I., I.C.S.

Members:

MR. L. A. S. PORTER, C.S.I., I.C.S.

MR. E. A. LEACH, Indian Telegraph Department, Deputy Director-General of Telegraphs.

MR. W. MAXWELL, I.C.S., Postmaster-General, Punjab.

MR. R. O. LEES, Indian Telegraph Department.

MR. P. T. R. KELLNER, Public Works Department, Accounts.

Secretary:

MR. G. RAINY, I.C.S.

14. The points which the Committee will investigate are the following :—

(1) Whether the scheme of decentralisation drawn up by the Departmental Committee of 1904 may be adopted as it stands, or whether any, and if so, what modifications are necessary.

(2) What alterations should be made in the staff and office establishment of the Direction, if the decentralisation scheme is adopted.

(3) Whether the existing organisation of the Superior Staff of the Department and the distribution of the work is satisfactory, and if not what alterations should be made : in particular whether a clearer distinction should be made between (*a*) administration, traffic and inspection on the one hand, and (*b*) construction and engineering on the other.

(4) Whether the existing system of recruitment, training and duties of the Upper Subordinate establishment is satisfactory, and if not, what changes should be made.

(5) Whether an expert Traffic Officer should be brought out from England to examine the traffic working of the Department and to make suggestions for its improvement.

NOTE.—If the Committee find they are in a position to recommend the immediate appointment of an expert, they should submit detailed proposals to Government at as early a date as possible in anticipation of their report.

(6) What measures should be taken to promote closer and more intimate relations between the Post Office and the Telegraph Department in the matter of combined offices, and what principles should govern (*a*) the opening of new departmental offices, and (*b*) the combining of offices already separate.

(7) Whether the accounts and audit system of the Telegraph Department should be amalgamated with that of the Post Office.

(8) Whether any and if so what changes are required in the existing organisation of the Check Office in view of the expansion of message traffic, and in particular—

(*a*) Whether any part of the work can be transferred to any Accounts Department, and

(*b*) Whether any part of the work can be decentralized and transferred to the circle officers whom it is proposed to create.

(9) What changes should be made to improve the existing organization of the signalling establishment and in particular—

(*a*) Whether strictly local and non-pensionable services should be formed in the Presidency towns and other large centres.

(*b*) Whether female signallers should be employed in the Department, and if so, to what extent and under what restrictions.

(*c*) What alterations should be made in the present mode of classification and remuneration of signallers, and to what extent their earnings should be regulated by their actual outturn of work by the general introduction of "pie-money" or some similar system.

(10) Whether a scheme can be devised for the automatic increase of the signalling establishment in proportion to the actual increase in traffic, the strength of the controlling establishment being increased in fixed proportion to the increase in the lower grades.

(11) Whether any and if so what changes are called for in the existing stores system of the Telegraph Department.

(12) Whether it is advisable to decentralize the work of the Department to a larger extent in great cities.

The Committee are not limited by the terms of the reference to the specific questions indicated, but are free to take up any matter connected with the main object of their appointment, which is to submit proposals for the improved organisation of the Indian Telegraph Department in all its branches. Any defects in working or suggestions for improvements which may come to their notice should be carefully considered, and, so far as necessary, appropriate proposals should be made.

15. The Committee, or as many of their number as are able to take up their duties by that date, will assemble at Simla on the 28th September. From the first of November onwards the head-quarters of the Committee will be at Calcutta, but from two to three months will be spent on tour. The members will visit important mercantile cities and other places at their discretion, where their enquiries and inspections are likely to be useful. The Government of India trust that Local Governments will afford them all the assistance which they may require, and comply with any requests for information and advice which may be addressed to them by the Committee through their Secretary. In addition to Telegraph officials the Committee will be at liberty to take the evidence of members of mercantile firms by which the telegraph is largely used, who may be willing to give evidence as also of officers in Government offices who have any considerable experience of the despatch and receipt of telegrams. The Committee should submit its report in six months or earlier if practicable.

ORDERED that a copy of this Resolution be forwarded to all Local Governments and Administrations, to the Home, Finance and Public Works Departments, to the Director General of the Post Office in India, to the Director General of Telegraphs and to the President and members of the Committee.

ORDERED also, that it be published in the Supplement to the *Gazette of India*, for general information.

W. L. HARVEY,
Secretary to the Government of India.

APPENDIX H.

EXTENSION OF THE CLOSING HOUR FOR REGISTRATION ON OUTWARD MAIL DAYS.

CHAMBER OF COMMERCE,
BOMBAY, 18th January 1906.

No. 37 of 1906.

The POSTMASTER GENERAL,
Bombay.

SIR,—In view of the fact that the Bombay Banks and Firms generally have, since the introduction of Standard Time, changed their office hours in the morning from 10-0 to 10-30 a.m., I am directed by my Committee to ask you if you could, without inconvenience to your Department, also arrange to defer the closing hour for registration on Mail days from 12 noon to 12-30 p.m. ?

It is felt that the existing conditions regarding registration of letters on Saturdays do not allow sufficient time for the purpose ; and consequently any concessions you may be good enough to make in this direction will be much appreciated by the commercial community.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. CD/M 31-801.

BOMBAY, 19th January 1906.

FROM the POSTMASTER GENERAL, Bombay ;

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed by the Postmaster General to acknowledge your letter No. 37, dated the 18th current, and to say that the matter referred to will receive attention and that a further communication will be sent to you in due course.—I have, &c.,

S. P. VAZ,
Superintendent,
Postmaster General's Office.

No. 6268 B.

BOMBAY, 31st January 1906.

FROM the POSTMASTER GENERAL, Bombay :

To the SECRETARY, CHAMBER of COMMERCE

Bombay.

SIR—In continuation of this office formal acknowledgment No. C.D.—301/81, dated the 19th January 1906, I have the honour to inform you that as the Mail Steamer is timed to leave at 2 p.m., Standard Time, it is not possible to extend the closing hour for registration.—I have, &c.,

F. WHYMPER,
Postmaster General.

APPENDIX I-I.

MEDICAL INSPECTION RULES.

SIGNALS BY INFECTED SHIPS WHEN APPROACHING INDIAN PORTS.

No. 75 of 1906.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 5th January 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward herewith a copy of Government Resolution No. 74 of this date, regarding the signals to be displayed by infected ships when approaching Indian ports,—I have, &c.,

H. O. QUIN,
Secretary to Government.

No. 74.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 5th January 1906.

Letter from the Government of India, Home Department (Sanitary), No. 2144, dated the 9th December 1905—

Regarding a suggestion made by the Board of Trade that the signals displayed by infected ships when approaching Indian ports might be assimilated to those in use in England.

RESOLUTION.—Copies of the letter from the Government of India and of its accompaniments should be forwarded to the Commissioner of Customs, the Commissioner in Sind and the Political Resident, Aden, with a request that Government may be favoured with their views on the points noted in paragraph 5 of the letter. The Commissioner of Customs should be asked to submit his report after consulting the Health Officer of the Port of Bombay, the Chairman, Bombay Port Trust, and the Chamber of Commerce, Bombay.

H. O. QUIN,
Secretary to Government.

No. 2144, dated 9th December 1905.

From—J. C. FERGUSON, Esq., Under Secretary to the Government of India, Home Department (Sanitary),

To—The SECRETARY to the GOVERNMENT of BOMBAY, General Department.

With reference to the correspondence ending with the Home Department letter No. 2058, dated the 22nd August 1904, I am directed to forward, for the information of the Government of Bombay, copy of a despatch from the Secretary of State, No. 76 (Revenue), dated the 26th May 1905, and of its enclosures, regarding a suggestion made by the Board of Trade that the signals displayed by infected ships when appoaching Indian ports might be assimilated to those in use in England.

2. Under the Board of Trade rules a ship infected with cholera, yellow fever or plague when within three miles of the English coast, must hoist, by day, a flag of yellow and black, borne quarterly, and by night, a traingle of lights, white at the apex and red at the base.

3. In the rules made under the Indian Ports Act for diseases common in India although the same day signal appears, a different night signal—three white lights in vertical line—is prescribed. Of the three diseases, however, dealt with by the Board of Trade, cholera alone comes within the scope of these rules. Yellow fever is a disease uncommon in India, for which no regulations have yet been framed, while for plague the rules made by local Governments under the Epidemic Diseases Act prescribe different signals for different ports. Ships infected with plague thus hoist, by day, a yellow flag, but by night variously three lights, red, white and red (in Bombay, Karachi and in ports in Burma), two red lights (in Aden and Perim), and a white light at the fore-mast head with a red light at the main-mast head (in ports in Madras); while in one province (Bengal) no night signal seems to have been prescribed.

4. The Government of India are disposed to think that, as notification of the fact of *infection* is the primary object of signalling, the signals indicating infection of any kind whether prescribed by rules under the Ports Act or under the Epidemic Diseases Act should be uniform, and that it should be left to the Health Officer when he comes on board, and not to the master of the vessel, who must necessarily be often unequal to the task, to determine the nature of the disease which has manifested itself. It does not appear to them necessary to prohibit the berthing of a vessel displaying such a signal, but they consider that both the passengers and the crew should be precluded from disembarking until the Health Officer has inspected her.

5. I am to request that the suggestion made by the Board of Trade may be examined in the light of the foregoing remarks, and that the Government of India may be informed of the views of the Governor in Council as to its feasibility and as to the suitability of the proposed signals and of the alterations which their adoption would involve in existing rules. I am also to inquire whether the night signal suggested clashes with any signal at present in use in any of the ports in the Bombay Presidency.

Revenue, No. 76. INDIA OFFICE, LONDON,
26th May 1905.

To HIS EXCELLENCY the RIGHT HONOURABLE the
GOVERNOR-GENERAL OF INDIA IN COUNCIL.

MY LORD,—With reference to the letters from Your Excellency's Government, Nos. 7 and 11 (Home, Sanitary), dated 21st April 1904, and 30th March 1905, respectively, forwarding copies of the rules which you have authorised the Maritime Governments to issue for the medical inspection of vessels, I forward, for information and for any observation you may have to offer, copy of a letter from the Board of Trade, with enclosures, regarding the signals to be used by infected ships when approaching ports, and suggesting that the Indian signals might be assimilated to those used in this country.—I have, etc.,

No. M.—8207, dated the 11th May 1905, with enclosures.

ST. JOHN BRODRICK.

BOARD OF TRADE, MARINE DEPARTMENT, No. M.—8207.

7, WHITEHALL GARDENS,
LONDON, S.W., 11th May 1905.

The UNDER SECRETARY of STATE, INDIA OFFICE.

SIR,—With reference to your letter of the 26th ultimo, R. & S.—975, enclosing copies of rules and notifications issued by the Governments of Madras, Bombay, Bengal and Burma, with respect to the medical inspection of vessels, and the signals to be used on board infected ships, I am directed by the Board of Trade to transmit to you the enclosed copies of orders containing a description of the day and night signals prescribed for use on board infected ships when within three miles of the coast of this country, and to suggest, for the consideration of the Secretary of State, that, if there is no great objection to such a course, the Indian signals might be assimilated to those in force in this country when a suitable opportunity occurs.—I have, etc.

WALTER J. HOWELL.

35420.

9th November 1896.

Regulations as to Cholera, Yellow Fever, and Plague Ports.

GENERAL.

TO ALL PORT SANITARY AUTHORITIES:—

To all other Sanitary authorities as herein defined,

To the Queen's Harbour Masters of Dockyard Ports,

To all Officers of Customs,

To all Medical Officers of Health of the Sanitary Authorities aforesaid,

To all Masters of Ships,

To all Pilots,

And to all others whom it may concern.

Whereas we, the Local Government Board, are empowered by Section 130 of the Public Health Act, 1875, as amended by the Public Health Act, 1896, from time to time to make, alter, and revoke such Regulations as to us may seem fit with a view to the treatment of persons affected with cholera or any other epidemic, endemic, or infectious disease, and preventing the spread of cholera and such other diseases, as well on the seas, rivers, and waters of the United Kingdom, and on the high seas within three miles of the coasts thereof, as on land; and may provide for the enforcement and execution of such Regulations.

And whereas by Section 1 of the Public Health Act, 1896, it is enacted that Regulations of the Local Government Board made in pursuance of Section 130 of the Public Health Act, 1875, or in pursuance of that Section, as extended to London by the Public Health (London) Act, 1891, may provide for such Regulations being enforced and executed by the Officers of Customs and the Officers and men employed in the Coastguard as well as by other authorities and officers, and without prejudice to the generality of the powers conferred by those Sections may provide for—

(*a*) the signals to be hoisted by vessels having any case of epidemic, endemic or infectious disease on board; and

(*b*) the questions to be answered by masters, pilots, and other persons on board any vessel as to cases of such disease on board during the voyage or on the arrival of the vessel; and

(*c*) the detention of vessels and of persons on board vessels; and

(*d*) the duties to be performed in cases of such disease by masters, pilots, and other persons on board vessels; provided that the regulations shall be subject to the consent—

(*a*) so far as they apply to the Officers of Customs, of the Commissioners of Her Majesty's Customs; and

(*b*) so far as they apply to Officers or men employed in the Coastguard, of the Admiralty; and

(*c*) so far as they apply to signals of the Board of Trade.

And whereas by certain Orders dated respectively the 28th day of August 1890, and the 6th day of September 1892, We made Regulations with a view to the treatment of persons affected with Cholera, and for preventing the spread of the disease, and it is expedient that such Orders should be revoked, and that Regulations should be made as hereinafter mentioned, to which the Commissioners of Her Majesty's Customs and the Board of Trade have respectively signified their consent so far as such Regulations respectively apply to the Officers of Customs and to signals:

Now therefore We, the Local Government Board, do hereby revoke the aforesaid Orders, except in so far as they may apply to any proceedings now pending, and We do, by this Our Order, and in exercise of the powers conferred on Us by the Public Health Act, 1875, the Public Health (London) Act, 1891, and the Public Health Act, 1896, and every other power enabling Us in that behalf, make the following Regulations, and declare that they shall be enforced and executed by the Authorities and Officers hereinafter mentioned:—

PART I.

Art. 1.—In this Order—

The term "Ship" includes vessel or boat;

The term "Officer of Customs" includes any person acting under the authority of the Commissioners of Her Majesty's Customs;

The term "Master" used in relation to a ship, includes the officer, pilot, or other person for the time being in charge or command of the ship;

The term "Cholera" includes Choleric Diarrhœa;

The term "Sanitary Authority" means every Port Sanitary Authority, and every Council of a County Borough and every Urban or Rural District Council whose district includes or abuts on any part of a customs port, which part is not within the jurisdiction of a Port Sanitary Authority;

The term "Local Authority" means any Council of a County Borough or any Urban or Rural District Council, and in the Administrative County of London any Sanitary Authority as defined by the Public Health (London) Act, 1891;

The term "Medical Officer of Health" includes any duly qualified Medical Practitioner appointed or employed by a Sanitary Authority to act in the execution of this Order.

The term "Infected" means infected with Cholera, Yellow Fever, or Plague: Provided that every ship shall be deemed infected in which there is or has been during the voyage, or during the stay of such ship in the port of departure or in a port in the course of such voyage any case of Cholera, Yellow Fever, or Plague.

PART II.

Art. 2.—(1) The Officer of Customs who, on the arrival of any ship from foreign, shall visit the ship shall ascertain, so far as possible, whether such ship is infected, and if he have any reason to suspect that the ship is infected or has come from any infected place shall require the Master of the Ship, or the Surgeon, if the ship carries a surgeon, to give (in writing under his hand and in the form hereunto appended or in a form to the like effect) a true answer to the following question:—

Question.—Has any case or suspected case of
Cholera,
Yellow Fever, or
Plague
occurred in the ship , of which you are during the voyage from , or during the stay of the ship in that port or in any other port in the course of the voyage?

Answer.— cases or suspected cases of
occurred on board the during the voyage
from [*or* during the stay of the ship in the
port of].

or

No case or suspected case of Cholera, Yellow Fever, or Plague occurred on board the during the voyage from , or during the stay of the ship in that port or in any other port in the course of the voyage.

Signed _____,

Master [*or* Surgeon] of the _____

(2) The Officer of Customs who, on the arrival of any ships from foreign, shall visit such ship shall, if he find, or have reason to suspect that the ship is infected, detain such ship, and order the Master forthwith to moor or anchor the same in such position as such Officer of Customs shall direct; and thereupon the Master shall forthwith moor or anchor the ship accordingly.

Art. 3.—Whilst such ship shall be so detained, no person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave the same.

Art. 4.—The Officer of Customs detaining any ship as aforesaid shall forthwith give notice thereof, and of the cause of such detention, to the Sanitary Authority of the place where such ship is lying.

Art. 5.—Such detention by the Officer of Customs shall cease as soon as the ship shall have been duly visited and examined by the Medical Officer of Health; or if the ship shall, upon such examination, be found to be infected, as soon as the same shall be moored or anchored in pursuance of Article 10.

Provided that, if the examination be not commenced within twelve hours after the ship shall have been moored or anchored in pursuance of subdivision 2 of Article 2, the ship shall, on the expiration of the said twelve hours, be released from detention.

PART III.

Art. 6.—Every Port Sanitary Authority and every other Sanitary Authority within whose district persons are likely to be landed from ships coming foreign shall, with the approval of the Chief Officer of

Customs of the port, fix some place where any ship may be moored, or anchored for the purpose of Article 10, and shall make provision for the reception of patients and persons suffering from Cholera, Yellow Fever and Plague, and removed under Articles 13 and 14. The place to be fixed as aforesaid, where any ship may be moored or anchored for the purpose of Article 10, shall be some place within the jurisdiction or district of the Sanitary Authority, unless We otherwise consent; in which case the place so fixed shall, for the purposes of this Order, be deemed to be within such jurisdiction or district.

Provided that, in the case of any Dockyard Port for which a Queen's Harbour Master has been appointed, the place where any ship shall be moored or anchored for the purpose of Article 10 shall from time to time be fixed by the Port Sanitary Authority with the approval of the Queen's Harbour Master, instead of with that of the Chief Officer of Customs of the Port.

Provided also that where in pursuance of the above-cited Order of the twenty-eighth day of August, one thousand eight hundred and ninety, or of any Order by the said Order revoked, places have been fixed for the mooring or anchoring of ships for the pusposes of the regulations, by this Order revoked, such places shall be deemed to to have been so fixed in pursuance of and for the purposes of this Order.

Art. 7.—The Sanitary Authority on notice being given to them by an Officer of Customs, under article 4, shall forthwith cause the ship in regard to which such notice shall have been given to be visited and examined by their Medical Officer of Health for the purpose of ascertaining whether such ship is infected.

Art. 8.—The Medical Officer of Health, if he have reason to suspect that any ship coming or being within the jurisdiction or district of the Sanitary Authority, whether examined by the Officer of Customs or not, is infected, shall, or, if he have reason to suspect that the ship has come from an infected place, may visit and examine such ship for the purpose of ascertaining whether such ship is infected; and may make the like visit and examination in the case of any ship coming or being within the jurisdiction of the Sanitary Authority which has come from an infected place. The Master of any such ship shall permit the same to be so visited and examined.

The Master of any such ship shall also, on being required so to do by the Medical Officer of Health, cause the ship to be brought to, and, if necessary, moored, or anchored in some convenient place while the same shall be visited and examined; but due regard shall be had to the safety of the ship and to the convenience of navigation.

Art. 9.—If the Medical Officer of Health on making such examination as aforesaid (whether under Article 7 or under Article 8) shall be of opinion that the ship is infected, he shall forthwith give a certificate in duplicate in the following form, or to the like effect, and shall deliver one copy to the Master and retain the other copy or transmit it to the Sanitary Authority. He shall also give to us information as to the arrival of the ship, and such other particulars as We may require.

Certificate.

_____day of_____, 189 .

DISTRICT [or TOWN] COUNCIL

or

_____PORT SANITARY AUTHORITY.

I hereby certify that I have examined the ship of , now lying in the Port of [*or detained at*], and that I find that such ship is infected with [Cholera, *or* Yellow Fever, *or* Plague].

_____

Medical Officer of Health [or Medical Practitioner appointed or employed by the Sanitary Authority].

Art. 10.—The Master of any ship so certified to be infected shall thereupon moor or anchor such ship at the place fixed for that purpose under Article 6, and such ship shall remain there until the requirements of this Order have been duly fulfilled.

Art. 11.—No person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave any such ship until the examination hereinafter mentioned shall have been made.

Art. 12.—The Medical Officer of Health shall, as soon possible after any such ship has been certified to be infected, examine every person on board the same, and in the case of any person

suffering from Cholera, Yellow Fever, or Plague, or from any illness which the Medical Officer suspects may prove to be Cholera, Yellow Fever, or Plague, shall certify accordingly.

Art. 13.—Every person certified by the Medical Officer of Health to be suffering from Cholera, Yellow Fever, or Plague shall be removed, if his condition admit of it, to some hospital or other suitable place appointed for that purpose by the Sanitary Authority; and no person so removed shall leave such hospital or place until the Medical Officer of Health shall have certified that such person is free from the said disease.

If any person so certified to be suffering from Cholera, Yellow Fever, or Plague cannot be removed, the ship shall remain subject, for the purposes of this Order, to the control of the Medical Officer of Health; and such person shall not be removed from or leave the ship, except with the consent in writing of the Medical Officer of Health.

Art. 14.—Any person certified by the Medical Officer of Health to be suffering from any illness which such Officer suspects may prove to be Cholera, Yellow Fever, or Plague, may either be detained on board the ship for any period not exceeding two days, or be taken to some hospital or other suitable place appointed for that purpose by the Sanitary Authority and detained there, for a like period, in order that it may be ascertained whether the illness is or is not Cholera, Yellow Fever, or Plague.

If any such person, while so detained, shall be certified by the Medical Officer of Health to be suffering from Cholera, Yellow Fever or Plague, the provisions of Article 13 shall apply.

Art. 15.—No person on board such a ship as is mentioned in Article 12 who has not been certified as required by that Article shall be permitted to land unless he satisfy the Medical Officer as to his name, intended place of destination, and intended address at such place.

Such name, intended place of destination, and address shall forthwith be given by the Medical Officer of Health to the Clerk to the Sanitary Authority and such Clerk shall thereupon transmit the same to the Local Authority of the District in which such intended place of destination is situate.

Every such person who, within forty-eight hours after landing, shall arrive at any place of destination or address other than such place or address as aforesaid, shall forthwith upon such arrival notify in writing his place of destination and address to the Medical Officer of Health of the Sanitary Authority, or to the Local Authority of the District in which such place is situate.

Art. 16.—The Medical Officer of Health shall, in the case of every ship certified to be infected, give directions, and take such steps as may appear to him to be necessary, for preventing the spread of infection, and the Master of the said ship shall forthwith carry into execution such directions as shall be so given to him.

Art. 17.—In the event of any death from Cholera, Yellow Fever, or Plague taking place on board such ship while detained under Article 10, the Master shall, as directed by the Sanitary Authority or the Medical Officer of Health, either cause the dead body to be taken out to sea, and committed to the deep, properly loaded to prevent its rising, or shall deliver it into the charge of the said Authority, who shall thereupon cause the same to be otherwise lawfully and properly disposed of.

Art. 18.—The Master shall cause the clothing and bedding and other articles of personal use likely to retain infection which have been used by any person who may have suffered from Cholera, Yellow Fever, or Plague on board such ships, or who, having left such ship, shall have suffered from Cholera, Yellow Fever, or Plague during the stay of such ship in any Port, to be disinfected or destroyed ; and if the Master shall have neglected to do so before the ship arrives in port, he shall forthwith, upon the direction of the Sanitary Authority or the Medical Officer of Health, cause the same to be disinfected or destroyed, as the case may require ; and if the said Master neglect to comply with such direction within a reasonable time, the Sanitary Authority shall cause the same to be carried into execution.

Art. 19.—The Master shall cause the ship to be disinfected, and every article therein other than those last described, which may probably be infected, to be disinfected, or destroyed, according to the directions of the Medical Officer of Health.

Art. 20.—Where a ship is not ascertained, or certified to be infected, but has passengers on board who are in a filthy or otherwise unwholesome condition, or has come from a place infected with Cholera,

Yellow Fever, or Plague, the Medical Officer of Health may, if in his opinion it is desirable with a view to checking the introduction or spread of Cholera, Yellow Fever, or Plague, give a certificate in duplicate in the following form, or to the like effect, and shall deliver one to the Master, and retain the other or transmit it to the Sanitary Authority :—

CERTIFICATE.

_____ day of , 189 .

_____ DISTRICT [or TOWN] COUNCIL

or

PORT SANITARY AUTHORITY.

I hereby certify that I have examined the ship
from , now in the port of
and that such ship has passengers on board in a filthy or otherwise unwholesome condition [or has come from an infected place], and that, in my opinion, it is desirable, with a view to checking the introduction or spread of Cholera, Yellow Fever, or Plague, that the persons on board such ship should not be allowed to land unless they satisfy me as to their names, places of destination, and addresses at such places.

Signed _____,

Medical Officer of Health (or Medical Practitioner appointed or employed by the Sanitary Authority).

Art. 21.—When such certificate has been given, no person on board the ship shall leave or be allowed to leave the same unless he satisfy the Medical Officer of Health as to his name, intended place of destination, and intended address at such place ; and such name, intended place of destination, and address shall forthwith be given by the Medical Officer of Health to the Clerk to the Sanitary Authority and such Clerk shall thereupon transmit the same to the Local Authority of the district in which such intended place of destination is situate. Every such person who, within forty-eight hours after landing, shall arrive at any place of destination or address other than such place or address as aforesaid shall forthwith upon such arrival, notify in writing his place of destination and address to the Medical Officer of Health of the Sanitary Authority or to the Local Authority of the district in which such place is situate.

Art. 22.—If the Medical Officer of Health have reason to believe that any ship coming or being within the jurisdiction of the Sanitary Authority is infected, or has come from an infected place, he may direct all bilge water and water ballast to be pumped out in some suitable place before such ship enters any dock or basin :

Provided that, in every case where there may be reasonable cause to apprehend that the ship may be endangered by the removal of the water ballast, the Medical Officer of Health may cause any tank or other receptacle containing the water ballast to be sealed, and thenceforward, so long as the ship remains within the jurisdiction of the Sanitary Authority, no person shall, without the permission of the Medical Officer of Health, break or remove such seal, or discharge or remove from such tank or receptacle any part of the water ballast.

On the Sanitary Authority providing a proper supply of water for drinking and cooking purposes for persons on board any such ship, the Medical Officer of Health may direct all casks or tanks on board the ship containing water for the use of such persons to be emptied and cleansed, and the Master shall cause the said direction to be carried into effect.

Art. 23.—The Master of any ship, or any other person, shall answer truly all such questions put to him by and give all such information to any Officer of Customs or Medical Officer of Health as may be necessary for any purpose of this Order; and no person who is required in pursuance of this Order to give to the Medical Officer of Health or to notify to any Local Authority the name and intended place of destination and address of such person shall knowingly give or notify a false or fictitious name, place of destination or address, or refuse to give or notify as aforesaid the true name, intended place of destination and address of such person.

Art. 24.—The Sanitary Authority may appoint one or more legally qualified medical practitioners to act in the execution of this Order, either in place of or as an assistant or assistants to the Medical Officer of Health, and may pay such practitioner or practitioners reasonable remuneration for his or their services.

PART IV.

Art. 25.—The Master of every ship infected with Cholera, Yellow Fever, or Plague shall, when within three miles of the coast of any part of England or Wales, cause to be hoisted at the masthead, or where best seen, a large flag of yellow and black, borne quarterly, and shall keep the same displayed during the whole of the time between sunrise and sunset, and no person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave such ship until after such visit of the Officer of Customs as is mentioned in Article 2 or until after the visit of the Medical Officer of Health in pursuance of Article 8.

PART V.

Art. 26.—Nothing in this Order shall render liable to detention, disinfection, or destruction any article forming part of any mail (other than a parcel mail) conveyed under the authority of the Postmaster-General, or of the postal administration of any Foreign Government, or shall prejudicially affect the delivery in due course of any such mail (other than a parcel mail) to the Post Office in accordance with the provisions of the Post Office Acts.

Given under the Seal of Office of the Local Government Board, this 9th day of November, in the year One thousand eight hundred and ninety-six.

HUGH OWEN, Secretary.

HENRY CHAPENI, President.

NOTICE.—The Public Health Act, 1896, provides by sub-section (3) of section 1 that if any person wilfully neglects or refuses to obey or carry out, or obstructs the execution of any regulation made under section one hundred and thirty of the Public Health Act, 1875, or in pursuance of that section as extended to London by the Public Health (London) Act, 1801, and as amended by the Public Health Act 1896, he shall be liable to a penalty not exceeding one hundred pounds, and in the case of a continuing offence to a further penalty not exceeding fifty pounds, for very day during which the offence continues.

43,858

(24th December 1902.)

Regulations as to Cholera, Yellow Fever, and Plague: Amending Order.

(GENERAL.)

TO ALL PORT SANITARY AUTHORITIES :—

To all other Sanitary Authorities as defined in Our Order, dated the 9th day of November, 1896, hereinafter recited ;—

To the King's Harbour Masters of Dockyard Port ;—

To all Officers of Customs ;—

To all Medical Officers of Health of the Sanitary Authorities aforesaid ;—

To all Masters of Ships ;—

To all Pilots ;—

And to all others whom it may concern.

Whereas We, the Local Government Board, by a General Order, dated the 9th day of November, 1896, in the exercise of the powers conferred upon Us by the Public Health Act, 1875, the Public Health (London) Act, 1891, and the Public Health Act, 1896, and of every other power enabling Us in that behalf, made certain regulations (hereinafter referred to as "the Regulations"), with a view to the treatment of persons affected with Cholera, Yellow Fever, or Plague, and for the prevention of the spread of such diseases ;

And whereas by Article 25 of the Regulations it is provided as follows :—

"Art. 25.—The Master of every ship infected with Cholera, Yellow Fever, or Plague shall, when within three miles of the coast of any part of England or Wales, cause to be hoisted at the masthead, or where best seen, a large flag of yellow and black, borne quarterly, and shall keep the same displayed during the whole of the time between sunrise and sunset, and no person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave such ship until after such visit of the Officer of Customs as is mentioned in Article 2, or until after the visit of the Medical Officer of Health in pursuance of Article 8."

And whereas by an Order, dated the 24th day of April, 1897 (hereinafter referred to as "the Gloucester Regulations"), and by another Order, dated the 30th day of August, 1897 (hereinafter referred to as "the Manchester Regulations"), made by Us in the exercise of the powers before referred to, We rescinded the Regulations, so far as the same related to the Ports of Gloucester and Manchester, and to ships bound thereto as therein mentioned, and made regulations with regard to those Ports respectively and to such ships, and by Article XIX of the Gloucester Regulations, and Article XVIII of the Manchester Regulations, with regard to the signal to be hoisted by ships bound to the Ports of Gloucester and Manchester respectively, and infected with Cholera, Yellow Fever, or Plague, made provision similar to that made by the above-cited Article 25 of the Regulations;

And whereas it is expedient that further provision as hereinafter mentioned should be made with respect to the signals to be hoisted by the Master of every ship infected with Cholera, Yellow Fever, or Plague, and the Board of Trade have signified their consent in the matter:

Now, therefore, in pursuance of the powers conferred upon Us by the Acts aforesaid, and of every power enabling Us in that behalf, We do, by this Our Order, make the following regulation, and we declare that the same shall be duly enforced and executed:—

Article I.—The Regulations shall apply and have effect as if for Article 25 of the Regulations the following Article were substituted, that is to say:—

"Art. 25.—The Master of every ship infected with Cholera, Yellow Fever, or Plague shall, when the ship is within three miles of the coast of any part of England or Wales, or is within the limits of a Port, cause to be hoisted—

(i) At the masthead or where it can be best seen, during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black borne quarterly; or

(ii) At the peak or other conspicuous place where it can be best seen, and at a height of not less than twenty feet above the hull of the ship, during the whole of the time between sunset and sunrise, a night signal, consisting of three lights, which

shall be arranged, at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle shall be red in colour.

No person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave the aforesaid ship until after such visit of the Officer of Customs as is mentioned in Article 2, or until after the visit of the Medical Officer of Health in pursuance of Article 8."

Article II.—The Gloucester Regulations shall apply and have effect as if for Article XIX of the Gloucester Regulations the following Article were substituted, that is, to say:—

" Article XIX.—The Master of every ship bound to the Port of Gloucester, and infected with Cholera, Yellow Fever, or Plague, shall, when the ship is within three miles of the coast of any part of England or Wales, or is within the limits of a Port, cause to be hoisted—

(i) At the masthead or where it can be best seen, during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black borne quarterly; or

(ii) At the peak or other conspicuous place where it can be best seen, and at a height of not less than twenty feet above the hull of the ship, during the whole of the time between sunset and sunrise, a night signal, consisting of three lights, which shall be arranged, at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle shall be red in colour.

No person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave the aforesaid ship until after such visit of the Officer of Customs as is mentioned in Article II, or in Article III, or until after the visit of the Medical Officer of Health of the Bristol Port Sanitary Authority, or of the Medical Officer of

Health of the Gloucester Port Sanitary Authority, in pursuance of Article IV."

Article III.—The Manchester Regulations shall apply and have effect as if for Article XVIII of the Manchester Regulations the following Article were substituted, that is to say :—

"Article XVIII.—The Master of every ship bound to the Port of Manchester, and infected with Cholera, Yellow Fever, or Plague, shall, when the ship is within three miles of the coast of any part of England or Wales, or is within the limits of a Port, cause to be hoisted—

(i) At the masthead or where it can be best seen during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black, borne quarterly ; or

(ii) At the peak or other conspicuous place where it can be best seen, and at a height of not less than twenty feet above the hull of the ship, during the whole of the time between sunset and sunrise, a night signal, consisting of three lights, which shall be arranged, at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle shall be red in colour.

No person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave the aforesaid ship until after such visit of the Officer of Customs as is mentioned in Article II, or until after the visit of the Medical Officer of Health of the Liverpool Port Sanitary Authority or of the Medical Officer of Health of the Manchester Port Sanitary Authority in pursuance of Article III."

Given under the Seal of Office of the Local Government Board, this twenty-fourth day of December, in the year One thousand and nine hundred and two.

WALTER H. LONG,
President.

S. B. PROVIS,
Secretary.

NOTICE.—The Public Health Act, 1896, provides by sub-section (3), of Section 1, that if any person wilfully neglects or refuses to obey or

carry out, or obstructs the execution of, any regulation made under section one hundred and thirty of the Public Health Act, 1875, or in pursuance of that section as extended to London by the Public Health (London) Act, 1891, and as amended by the Public Health Act, 1896, he shall be liable to a penalty not exceeding one hundred pounds, and in the case of a continuing offence to a further penalty not exceeding fifty pounds for every day during which the offence continues.

No. 376 OF 1906.

CAMP PALI, 22nd January 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I have the honour to invite your attention to Government Resolution, General Department, No. 74, dated the 5th instant, on the subject of the signals to be used by infected ships when approaching Indian Ports (copy of which has been sent to you direct from the Secretariat), and to request that I may be favoured with the views of the Chamber of Commerce on the points noted in paragraph 5 of the letter from the Government of India printed as accompaniment to the Resolution.—I have, &c.,

J. L. JENKINS,

Commissioner of Customs, Salt, Opium and Abkari.

No. 116 OF 1906.

CHAMBER of COMMERCE,

BOMBAY, 16th February 1906.

The HON'BLE MR. J. L. JENKINS, M.A., I.C.S.,

Commissioner of Customs, Salt, Opium and Abkari,

Bombay.

SIR,—I have the honour to acknowledge receipt of your communication No. 376, dated Camp Pali, 22nd January 1906, on the subject of the signals to be used by infected ships when approaching Indian Ports.

In reply, I am directed to say that my Committee, while generally approving of the use of such signals, consider it desirable that greater uniformity and simplicity should be aimed at. They would suggest that one such flag should be applicable, not merely to a portion of the Empire, but to all British ports, and that the flag should not be used to indicate any specific ailment, but should simply denote that there is a suspicious case of illness on board. My Committee base their proposal on the knowledge that most steamers afloat do not carry qualified Surgeons, and in such cases the Captain could not be expected to accurately diagnose a disease; and further it is known when there are ships' Surgeons, their verdict is not usually accepted without verification by the inspecting Health Officer. Consequently the adoption of the signal as proposed by Government does not appear to meet all the exigencies of the situation.

As regards the night signal, my Committee do not see any objection to its adoption, provided it does not clash with other signals already in the Code.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-2.

TIME SIGNAL BALL AT ADEN.

No. 339-G OF 1906.

MARINE DEPARTMENT,

BOMBAY CASTLE, 28th July 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—I am directed to forward herewith a copy of a letter from the Government of India, No. 5566—41, dated 17th instant, with enclosures, regarding a proposal to erect a time signal ball at Aden, and to request that Government may be favoured with the views of your Chamber on the proposal.—I have, &c.,

A. R. KING,
for Secretary to Government.

No. 5566—41.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 17th July 1906.

To the SECRETARY to the GOVERNMENT of BOMBAY,

General Department.

SIR,—I am directed to forward a copy of a despatch from the Secretary of State for India, No. 111—Revenue, dated the 22nd June 1906, and enclosures, regarding a suggestion which has been made that a time ball should be erected at Aden.

2. I am to request that the Government of India may be furnished with the views of His Excellency the Governor in Council on the subject.—I have, &c.,

M. M. S. GUBBAY,
Offg. Under-Secretary to the Government of India.

No. 111—Revenue.

INDIA OFFICE,

LONDON, 22nd June 1906.

TO HIS EXCELLENCY the RIGHT HON'BLE the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—I forward, for the consideration of Your Excellency's Government, a copy of correspondence with the Board of Trade with reference to a suggestion made by Captain Bilaffer, of the Austrian Lloyd Company's Service, that a time signal ball should be erected at Aden.—I have, &c.,

From Board of Trade, dated 15th May 1906, with enclosure.
To Board of Trade, dated 18th May 1906, R. &. S. 1210.
From Board of Trade, dated 2nd June 1906.

JOHN MORLEY.

Enclosure 1 to India Revenue Despatch No. 111, *dated the 22nd June* 1906.

No. H.-4623.

BOARD OF TRADE,

(HARBOUR DEPARTMENT),

7, WHITEHALL GARDENS, S.W.,

15th May 1906.

To the UNDER-SECRETARY of STATE for INDIA,

India Office.

SIR,—I am directed by the Board of Trade to transmit herewith, to be laid before the Secretary of State for India, copy of a letter which has been addressed to this Department by Captain Bilaffer, of the Austrian Lloyd Company, and I am to suggest that, should Mr. Secretary Morley see no objection, Captain Bilaffer's representations with respect to the want of a time signal at Aden may be forwarded to the Government of India for their observations thereon.—I have, &c.,

T. H. W. PELHAM.

ANNEX I.

(Copy) H. 4623.

EAST INDIA.
COLOMBO, 14th March 1906.

To Mr. FRANCIS J. S. HOPWOOD,
Board of Trade, Whitehall Gardens, London.

SIR,—I beg to be excused if I take the liberty to inform you about a difference in the geographical position of the (Brothers) islands between Sokotra and Cape Guardafui.

On the Admiralty Chart "Gulf of Aden—Sheet I Eastern part No. 2322 last corr. I. 901. The southern point of "Aba-el-Kari" (Ras Kaisat en naum) on the said chart is in lat. N. 12° 13'-20" long, E. 52° 04'-00". In the "Indian Ocean Pilot", James Turray, 1886, page 305, the said point is in lat. N. 12° 13'-20" long, E. 52° 02'-45," Tezet Samha.

Western end.....Long. E. 53° 01'-00"

P. Indian Ocean Pilot, Long. E. 52° 58'-30"

there is also a difference between Ras Shoab Sokotra and said "Indian Ocean Pilot."

Which one is the true?

Steamers going down the Red Sea bound to Western ports of India, Colombo or Sunda, those islands are a capital point to check the chronometers, but we are not sure if their position is correct or not with this difference between the chart and the Directory. Anyhow it will be a great boon for the sea-faring community if the English Authorities will kindly establish in the port of Aden a time signal ball for the comparison of chronometers. The difference of temperature between Port Said and the tropics especially in Winter some time is enormous and of course chronometers are affected by that difference. In the Red Sea on account of the exceptional refraction one cannot trust so much or at all on astronomical observations to check the said instruments in sight of land. So I will say that the time signal in the port of Aden really is much needed and the navigator of those seas without distinction of nationality or flag will be grateful indeed to the English Authorities if kindly a time signal in Aden will be established.

I beg to be excused, and hope that the well-known and so much esteemed Board of Trade of England will kindly take this my letter in consideration.—I have, &c.,

AMERICUS BILAFFER,
Commander of the Austrian Lloyd
S.S. "Marquis-Bacquehem,"
Trieste.

Enclosure 2 *to India Revenue Despatch No.* 111, *dated the* 22*nd June* 1906.

R. & S. 1210.

INDIA OFFICE, 18th May 1906.

To the ASSISTANT SECRETARY,
Harbour Department,
Board of Trade.

SIR,—With reference to your letter H.-4623, dated the 15th May 1906, I am directed to say that, before consulting the Government of India regarding Captain Bilaffer's suggestion that a time signal ball should be erected at Aden, the Secretary of State for India in Council will be glad to be favoured with the remarks of the Board of Trade on this suggestion.—I am, &c.,

A. GODLEY.

Enclosure 3 *to India Revenue Despatch No.* 111, *dated the* 22*nd June* 1906.

H.-6617.

BOARD OF TRADE (HARBOUR DEPARTMENT),
7, WHITEHALL GARDENS, S. W., 2nd June 1906.

To the UNDER-SECRETARY of STATE for INDIA,
India Office.

SIR,—With reference to your letter of the 18th May last (R. & S. 1210), in the matter of a suggestion that a time signal ball should be established at Aden, I am directed by the Board of Trade to state for the information of the Secretary of State for India, that the Board do not appear to have received any representations as to the need for this signal before that from Captain Bilaffer, but they deemed it expedient to communicate his suggestion to you, as the matter may have already been considered by the Government of India.

If however the Indian Government have not received similar representations from other quarters, the Board of Trade are not prepared to suggest that that Government should take any action in the matter at present.—I have, &c.,

HERBERT JEKYLL.

No. 767 of 1906.

CHAMBER of COMMERCE,
BOMBAY, 30th August 1906.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 339-G. of the 28th July 1906 (with accompaniments), in which you ask for the views of this Chamber regarding a proposal to erect a time signal ball at Aden.

In reply, I am to say that the members of the Chamber interested in shipping in Bombay have been consulted on the subject, and that the consensus of opinion—in which my Committee share—is in favour of a time signal ball at Aden, the same to be dropped twice a day as at Bombay.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-3.

LIGHTHOUSES AT PERIM.

No. 187-G OF 1906.

MARINE DEPARTMENT,
BOMBAY CASTLE, 30th April 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward the copy of a letter from the Political Resident, Aden, No. 853, dated the 11th February last, with its accompaniments, in original, containing proposals for the improvement of the existing lighthouses at Perim and for the construction of a new light between Perim and Aden, and to request that the

Chamber of Commerce may be moved to favour Government with an expression of their views on the proposals submitted by the Resident.—I have, &c.,

H. O. QUIN,
Secretary to Government.

No. 853 OF 1906.

ADEN RESIDENCY,
11th February 1906.

From Major-General H. M. MASON,
POLITICAL RESIDENT,
Aden.

To the SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—With reference to correspondence ending with you No. 190-G., dated 8th September 1905, I have the honor to forward herewith copy of a letter No. 810, dated the 27th December 1905, received from the Assistant Resident, Perim, and of a letter No. 53, dated the 6th January 1906, under which the same has been forwarded to me by the Port Officer of Aden.

2. From the above it would not appear that there is any urgent necessity for the proposed alteration of Obstruction Point Light. But from the attached letters received by me concerning the lighting of Perim Island and the desirability of another light between Perim and Aden, it will be observed that there is a general consensus of opinion that the Perim Lights generally need improvement.

3. In some of the letters there is reference to the desirability of also improving the lighting of Aden itself. That is a matter which I am referring to the Aden Port Trust for consideration, and I will, in this letter, confine my remarks to the requirements of Perim and of the 100 odd miles of coast intervening between that Island and Aden.

4. As to the requirements of Perim the opinions expressed to me are briefly as under:—

Commander Lockyes, P. & O. S.S. "China." ...High light should be altered from revolving to flash light.

Port Officer, Aden	High light should be replaced by a modern flashing or occulting light of the first class.
Master, S.S. "Ivydene"	High light should be changed from fixed to occulting.
Master, S.S. "Manora"	A more powerful light is required at Perim.
Master, P. & O. S.S. "Persia"	High light at Perim ought to be improved as suggested.
Master, S.S. "Clan Forbes"	A quick flash light (not occulting) of the highest order should be substituted for the present fixed light.
Master, S.S. "Moshtari"	Perim high light is badly situated and does not show up so well as Balfe Point and Obstruction Point Light.
Master, S.S. "Goorkha"	High light should be made occulting.
Commander, P. & O. S.S. "Oriental."	An occulting light of the highest order should be substituted for the present fixed high light.
Master, S.S. "Shah Jehan".....	A more powerful light is wanted.
Master, M. M. S.S. "Djemnah".	A group of three flashing white lights is required showing groups of three flashing every 10 seconds with a range of about 25 to 30 miles.
Master, P. & O. S S. "Egypt"...	Strongly in favour of the light being altered and improved. Balfe Point Light being the turning point in and out of the Red Sea for vessels using the broad straits should be altered in character so as to be distinguishable from shore and steamer light, and this is more important than the altering of the high light.

Master, S.S. "Clan Chisholm"...	High light should be altered to flashing or occulting.
Master, S.S. "Monsoori"	There is room for much improvement in the light.
Master, M. M. S.S. "Caledonien"	A light of more character and power is wanted.
Master, S.S. "Rewa".....	A double occulting light would be a great improvement.
Master, S.S. "Neghilleh".....	More powerful light wanted: for choice a group flashing light.
Master, S.S. "Guildhall"	Light should be changed to quick flashing light.
Master, S.S. "Umled"	Do. do.
Master, P. & O. S.S. "Manila"...	Perim high light should be altered to revolving (sic) or occulting.
Master, S.S. "Lowther Castle"...	Should be altered to flash light.
Master, S.S. "Sabine"	Should be altered to an occulting light.
Master, P. & O. S.S. "Caledonia"	A good light is much needed at Perim.
Master, P. & O. S.S. "Arcadia"...	A powerful occulting light would certainly be an improvement.
Master, P. & O. S.S. "Poona"...	Light needs improvements.
Master, P. & O. S.S. "Macedonia"	Light should be improved and altered to occulting or flash light.
Master, P. & O. S.S. "Japan"...	A powerful group flashing light should be substituted for present revolving light.
Master, B. I. S. N. Coy.'s S.S. "Mombassa"	Character of light should be altered to occulting.
Master, Austrian Lloyd's S.S. "E. Fr. Ferdinand"	Do. do.

Master, B. I. S. N. Co.'s S.S. "Matiana"	New occulting light of high order should be placed at Balfe Point for benefit of steamers using broad straits. The high light might remain unaltered.
Master, S.S. "Clan Shaw"	If Perim high light made occulting or flashing, there is no need for new light between Aden and Perim.
Master, S.S. "Naderi"	High light should be altered to occulting light of highest order.
Commander Field, P. & O. S.S. "Britannia"	Present high light too far (1¼ miles) from S.E. point of Island. A first class light, quick double flashing, needed on the 120 feet hill east side of entrance to Harbour Lighthouse to be 170 feet high (high light). A good light also needed at Balfe Point in iron frame Lighthouse 150 feet high (low light). Two lights necessary.
Master, S.S. "Islami"	Perim high light very bad. Balfe Point light seems now the better light.
Officer Commanding R. I. M. S. "Dalhousie"	High light should be group flashing light of high class. Light between Aden and Perim then not required.
Master, S.S. "Rahmanieh".....	High light should be of a distinctive character.
Master, S.S. "Rubattino"	Balfe Point light to be changed to occulting light.
Master, S.S. "Indrani"	Light needs improving.
Master, S.S. "Hatasee".....	Revolving light needs modernizing.
Master, S.S. "Kaffir".....	High light should be changed to group flashing light.

Master, S.S. " Horwick Hall "...	High light should be altered to flashing.
Master, S.S. " Jessie Barns " ...	Light should be altered to quick flashing group light.
Master, S.S. " Baron Innerdale ".	Do. do.
Captain Grant Dalton, R.N.....	Really powerful modern apparatus needed for benefit of ships approaching from eastward.
Master, S.S. " Ras Mora "	High light good enough if another light established at Ras Ara.
Master, S.S. " Haddon Hall " ...	High Light should be changed to quick flashing.
Master, S.S. " Riverdale "	Do. do.
Master, S.S. " Scottish Monarch"	Do. do.
Master, S.S. " Clan Sutherland "	Do. do.
Master, S.S. " Sawer "	Do. do.
Master, S.S. " Alnmere "	Do. do.
Master, S.S. " Wilis "	High light should be converted to quick flashing light.
Master, S.S. " Virginia "	A more powerful light is required.
Master, S.S. " Promethens " ...	High light should be converted to quick flashing light.
Master, S.S. " Ariel "	Do. do.
Master, S.S. " Bechuan ".....	Do. do.
Master, S.S. " Ben Nevis "	Light should be modernized.
Master, S.S. " Pegu ".....	High light should be made quick flashing. Balfe Point light should also be flashing with 15 to 20 miles range.
Master, S.S. " Lancashire "	High light should be more powerful, if posible quick flashing.
Master, S.S. " Konig Wilhelm II "	High light should be group flash light or quick flashing light.

Master, S.S. "Ramsay"	High light should be changed to quick flash light.
Master, S.S. "Coronation".....	Do. do.
Master, S.S. "Baron Balfour" .	Do. do.
Master, S.S. "Beira"	Do. do.
Master, S.S. "City of Karachi".	High light should be modernized and made an occulting light.
Captain Eustace, R.N., H.M.S. "Fox"	High light should be altered to group flashing light.
Master, S.S. "Inchdune"...	Do. do.
Master, S.S. "Imogen"	Do. do.
Master, S.S. "Birk Hall"..... ...	Do. do.
Master, S.S. "Ameer"	Do. do.
Master, S.S. "Koningen Regentes."	Do. do.
Master, S.S. "Solo".....	Do. do.
Master, S.S. "Sorbeyan"	Do. do.
Master, S.S. "Aston Hall".....	High light should be altered to group flashing light, and a good occulting light should be placed at Balfe Point.
Master, S.S. "Ophir"	There should be a good group flash light at either Lee Point or Squire Point.
Master, S.S. "City of Edinburgh"	High light should be converted to quick occulting or quick flash light. Balfe Point light should be similarly improved. A light near Ras-al-Ara is also desirable.

5. From the above it would appear generally desirable that the Balfe Point Light should be converted into a flash light and that the high light should be converted into a group flash light of high order. Commander Field of the P. & O. S. S. "Britannia" expresses the opinion that the high light would be better situated on the 120 feet hill on the East side of the entrance to the Harbour, and as the high light would appear to be mainly valuable to vessels

approaching the Island from the East there would appear to be some force in his suggestion. At the same time a really powerful light in the existing Lighthouse would apparently serve all requirements and would entail less trouble and expense.

6. As to the question of the desirability of constructing a new Lighthouse between Perim and Aden, I attach the various letters which I have received on the subject. The opinions expressed are briefly as under:—

Captain Sparks, C.S. "Electra."	Favours a light in the vicinity of Khor Omeira.
Captain N. R. Hill, R.N., H.M.S. "Perseus"	Favours a light near Ras-al-Ara on southern extremity of land.
Captain Rowand, R.I.M.S. "Dalhousie."	Light at Ras-al-Ara not of urgent necessity (Perim high light should be improved).
Captain J. B. Eustace, R.N., H.M.S. "Fox."	Light at Ras-al-Ara not needed and not desirable.
Master, S.S. "Hatasee"	Light needed between Ras-al-Ara and Khor Omeira.
Master, S.S. "Kaffir"	Do. do.
Master, S.S. "Horwick Hall"...	Do. do.
Master, S.S. "Jessie Barns" ...	Do. do.
Master, S S. "Baron Innerdale"	Do. do.
Captain H. Grant Dalton, R.N.	Light near Khor Omeira would hasten navigation in thick weather, but not necessary if intelligent use is made of lead.
Master, S.S. "Ras Mora"...	Light near Ras-al-Ara desirable, as weather often hazy and currents strong.
Master, S.S. "Haddon Hall".	Do. do.
Captain N. J. Stafford, R.N., H.M.S. "Glory"	A light at Ras-al-Ara would be useful.
Master, S.S. "Riverdale".....	Light near Ras-al-Ara would be of immense benefit.

Master, S.S. "Scottish Monarch"	Light near Ras-al-Ara would be of immense benefit.
Master, S.S. " Clan Sutherland"	Do. do.
Master, S.S. " Sawoi "...	Do. do.
Master, S.S. " Alnmere "..... ..	Do. do.
Master, S.S. " Imani "	Light near Ras-al-Ara should have been erected 10 years ago.
Master, S.S. " Coronation "	Light near Ras-al-Ara necessary.
Master, S.S. " Baron Balfour "...	Do. do.
Master, S.S. " Beira ".....	Do. do.
Master, S.S. " City of Karachi ...	Do. do.
Master, S.S. " Inchdune "	Do. do.
Master, S.S. " Imogen ".	Light might lead vessels into danger. A light on the Brothers would be more suitable.
Master, S.S. " Berk Hall "	Light near Ras-al-Ara would be useful.
Master, S.S. " Ameer "	Do. do.
Master, S.S. " Koningen Regentes."	Do. do.
Master, S.S. " Solo "	Do. do.
Master, S.S. " Ashton Hall " ...	Do. do. (occulting.)
Master, S.S. " Ophir "	Light near Khor Omeira desirable.
Master, S.S. " Wilis ".....	Light near Ras-al-Ara desirable.
Master S.S. " Virginia ".....	A light vessel without a crew would be useful off Khor Omeira
Master, S.S. " Promethens " ...	A light near Ras-al-Ara desirable.
Master, S.S. " Ariel "	Do. do.
Master, S.S. "Konig Wilhelm II."	Do. do.
Master, S.S. " Bechuan "	Do. do.
Master, S.S. " Ben Nevis"	Do. do.
Master, S.S. " Pegu ".....	Do. do.

Master, S.S. "Lancashire"	A light near Khor-Omeira desirable
Master, S.S. "Ramsay".....	Do. do.
Port Officer, Aden	A light desirable at position on chart marked cliffs 20 to 30 feet. Vicinity should be surveyed.
Master, S.S. "Regina"..	Light near Khor Omeira would be useful.
Master, S.S. "Ivydene"..	Light near Ras Ghow would be useful.
Master, S.S. "Manora"...	Light should be on 3-fathom patch bearing S. 49E. Magnetic from Ras-al-Ara.
Master, S.S. "Persia"	Light between Aden and Perim unnecessary.
Master, S.S. "Hoseinee"	Light near Ras Khorag is desirable.
Master, S.S. "Clan Forbes".....	New light is desirable west of Ras Kaaw at point marked on the chart "cliffs 10 to 30 feet."
Master, S.S. "Moshtari"	Light desirable at Lat. 12° 36½' N. Long. 44° 11' E.
Master, S.S. "Goorkha"	Light desirable on southern part of Ras-al-Ara.
Master, S.S. "Rahmanich".....	Light desirable on edge of 5 fathom shoal, Long. 44 E.
Master, S.S. "Rubattino"	Light desirable near Ras-al-Ara.
Master, S.S. "Gouverneur".....	Light desirable on point of Ras Kaaw.
Master, S.S. "Oriental"	Light desirable at Lat. 12° 37' 30" N. Long. 44°. 15' 30" E. from Ras Kau.
Master, S.S. "Clan Chisholm"	Flashing light desirable on Ras-al-Ara.
Master, S.S. "Louther Castle".	Revolving or flash light desirable near Khor Omeira.
Master, S.S. "Monsoorie".....	Light between Aden and Perim necessary in Long. 44° 00' 00".

Master, S.S. "Shah Jehan".....	Light between Aden and Perim necessary in Lat. 12° 37′ N. Long. 44° 15′ E.
Master, S.S. "Koerber"	Light necessary near Ras Kau.
Master, S.S. "Djemnah"	Light necessary near Khor Omeira.
Master, S.S. "Rewa".....	Light necessary 6 miles west of Percival Shoal on placed marked cliffs 20′ to 30′ high.
Master, S.S. "Caledonien"	Light necessary south of Jebel-Kharaz. Lat. 12° 37′ N. Long. 41° 52′ 45″ E.
Master, S.S. "Neghileh"	Light necessary near Ras-al-Ara.
Master, S.S. "Guild Hall"	Light necessary near Ras Kau.
Master, S.S. "Edward Jackson".	Light necessary near Ras-al-Ara.
Master, P. & O. S.S. "Egypt"...	Light near Percival Shoal. Another desirable on Jezirat Salil.
Master, P. & O. S.S. "Manila"...	Not necessary if good light fixed on Jezirat Salil.
Master, P. & O. S.S. "Caledonia"	New light desirable near Khor Omeira.
Master, P. & O. S. S. "Arcadia"	New light desirable near Khor Omeira as far out as possible and near to where the 44th Meridian cuts dangerous ground.
Master, P. & O. S.S. "Poona"...	New light desirable near Ras Kau.
Master, S.S. "Macedonia"...	New light desirable south of Khor Omeira. Lat. 12° 37″ N. Long. 44° 10″ E.
Master, S.S. "Japan"	Good light desirable at Jezirat Salil.
Master, S.S. "Mombassa"..... ...	New light desirable at place marked on chart "cliffs 30 to 40 feet high."
Master, S.S. "E. Fr. Ferdinand"	New light desirable near Ras Kau.
Master, S.S. "Matiana".	New light desirable near Ras Kau. Lat. 12° 37½″ N. Long. 44° 15″ E.

Master S.S. "Clan Shaw"..... ..	New light not necessary if Perim high light improved.
Master, S.S. "Naderi"	New light desirable near Ras-al-Ara.
Master, S.S. "Muristan".....	New light desirable off Percival Shoal.
Master, P. and O. S.S. "Britannia."	New light desirable in 19 fathoms due South of St. Antonio but with two good lights on Ras Majallab Heidi and Perim not necessary.
Master, S.S. "Moshtari"	New light desirable near Rambler Knoll.
Master, S.S. "Islami"	New light desirable near Khor Omeira.
Master, S.S. "Tabaristan"	New light desirable near Ras-al-Ara.
Lieut. Locke, R. I. M. S. "Dalhousie."	New light not needed though it would simplify navigation.

7. The general consensus of opinion appears to be in favour of the establishment of a new light-house in the vicinity of Khor Omeira, Ras-al-Ara, or Ras Kau and a position about Latitude 12° 37′ Longitude 44° 15′ appears to be fairly generally favoured.

8. It will be observed that Captain Eustace, R.N., of H.M.S. "Fox," expresses a decided opinion against the establishment of such a light and his arguments appear to me to merit careful consideration.

9. At the same time the Red Sea currents and the hazy weather which so frequently prevails render it desirable that all possible attention should be paid to the expressed opinions of a large majority of the Masters consulted.

10. I would only add myself that should a light-house be established between Aden and Perim advantage could be taken of its existence politically to check illicit traffic in arms and the occasional offences which take place in the vicinity, as well as to give useful information from that portion of this Protectorate.

11. As I have already stated I am referring the question of the better lighting of Aden itself to the Trustees of the Port.—I have, &c.,

H. M. MASON, Major-General,
Political Resident, Aden.

No. 810 OF 1905.

PERIM, 27th December 1905

To the FIRST ASSISTANT RESIDENT,
Aden.
(Through the Port Officer, Aden).

SIR,—With reference to your No. 7615 of the 15th December 1905, I have the honour to report that I have consulted with the Sub-Engineer on the subject of the proposed alterations or renewal of the Obstruction Point Light, and I have come to the following conclusions :—

1. That the state of the walls protecting the present light is such that alterations in the surroundings of the light would probably cause the whole roof and protecting walls to collapse. The light is what is termed an "indoor" light and would not keep a light without protection.

2. In the event of red sectors being required it would be necessary to have a new light.

3. I have moreover consulted the Perim Coal Company on the subject, and Captain Fisher the pilot here tells me that in all the years he has been employed in the Perim Coal Company no complaints have come to his knowledge against the present light, nor any suggestions that red sectors would be an improvement.—I have, etc.,

R. P. SCHNEIDER, Major,
Assistant Resident, Perim.

No. 53 OF 1906.

ADEN, 6th January 1906.

To the FIRST ASSISTANT RESIDENT,
Aden.

SIR,—In forwarding herewith the attached enclosures, from the Assistant Resident, Perim, I have the honour to inform you, with reference to correspondence received under your endorsement No. 7616, dated 15th December 1905, that I am of opinion that red sectors fitted to the Obstruction Point Light, would be an advantage, showing to the westward of the present Arc of visibility, but it would appear to me if this alteration be made, that it would be desirable at the same time to replace the present by a more modern and powerful light, in order that the red light may penetrate to a sufficient distance, to assist vessels navigating the Channel at night

time, the light-house being altered as found requisite. I however doubt the urgent necessity for the proposed alteration, as the saving of time, effected by vessels navigating the Narrow Strait can only be a matter of minutes ; and I am of opinion that the Broad Straits are now more generally used at night than formerly, since the opening of the Port of Perim and the erection of the Balfe Point Light. I may add that I have received no complaints about the Obstruction Point Light.—I have, etc.,

C. F. FLETCHER,
Commander, R.I.M.,
Port Officer, Aden.

CHAMBER OF COMMERCE,
BOMBAY, 12th July 1906.

No. 601 OF 1906.

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge your communication No. 187G of the 30th April last, with its accompaniments, containing proposals for improvement of the existing light-houses at Perim, and for the construction of a new light between Perim and Aden.

The subject has received the careful consideration of my Committee who, after consulting the various Shipping Companies, are of opinion—

(*a*) that the Perim high light should be altered to a powerful group flashing light.

(*b*) that the Obstruction Point Light should remain as it is.

(*c*) that the Balfe Point Light should be increased in power and given greater distinction.

(*d*) that a new light between Aden and Perim is desirable, placed preferably at Ras-al-Ara.

In conclusion I beg to return herewith as desired the original papers that accompanied your communication.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX J.

SUGAR DELIVERIES—ABNORMAL DELAYS IN THE DOCKS.

CHAMBER OF COMMERCE,
BOMBAY, 24th May 1906.

No. 451 OF 1906.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—The attention of my Committee has been drawn to the abnormal delays which have of late taken place in the deliveries of sugar from the Docks. With reference to this, the following instances may appropriately be quoted :—

(*a*) the S.S. "Clavering" arrived on the 12th April last, with 33,400 bags of sugar. Of the above cargo 5,500 bags were imported by Messrs. Ralli Brothers, and though the firm requested both the Ship's Agents and the Superintendent of Prince's and Victoria Docks to have the cargo sorted, a large number of bags could not be traced up to the 4th or 5th of May, whilst up to the 16th instant, that is 32 days after the arrival of the steamer, one of the buyers of the sugar was unable to trace and take delivery of 97 bags.

(*b*) Similar delays took place in connection with the S.S. "Saint Fillans." By this steamer the same firm received 6,525 bags and a large portion of these bags was not traced up to the 9th May, nearly 26 days after arrival.

My Committee feel these long detentions in Docks are a hardship to buyers, as every day's delay means a loss of interest to them ; besides they constitute an hindrance to the development of the sugar trade through this port

Another point the Committee desire to bring to your notice is that sugar buyers are obliged by the Dock Authorities to pay extra fees on all sugars which they do not clear within 7 days from landing, and this in spite of the fact that the delay in clearing their goods is entirely due, as the instances quoted show, to the inability of the Dock Authorities to deliver the sugar within the 7 days allowed free of charge.

Again, sugar being a perishable article, is subject to considerable deterioration as regards condition, and importers, on account of these

delays, are compelled to pay allowances on damaged bags, which, if delivered in time, would have been accepted as sound.

Lastly, as the Hansa and the Austrian Lloyds allow only 7 days for the survey and weighment of torn and slack bags, importers have to suffer the loss in weight on all the torn and slack bags which are traced after the expiry of the above 7 days. This the Committee consider unfair on the importers, as it is naturally impossible for them to trace all the slack and torn bags, until the cargo has been properly sorted by the Dock Authorities.

My Committee trust this important matter will receive the consideration it deserves, and hope you will be able to see your way to lessening the difficulties that have been so seriously felt by the importers.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PORT TRUST,
BOMBAY, 21st December 1906.
No. 7647.

To the SECRETARY TO THE CHAMBER OF COMMERCE.

SIR,—I am directed to say that since the receipt of your letter of 24th May last the Trustees have paid special attention to the subject of the deliveries of sugar cargoes at the Docks. A Committee of the Board, after discussing the question by circular and in meeting, visited the Docks while a large cargo was on hand and made careful inquiries into the system and methods. They found that extraordinary efforts were made by the Dock Establishment to meet the convenience of the trade by sorting cargoes according to marks and counter-marks, an operation attended with great difficulty owing to the immense number of the marks (there were no less than 80 in the case referred to, and the same marks were stored in the vessel in different hatches which added to the difficulty); the great extent of the space required, the imperfection of the marks in some cases (they nearly all, moreover, bear unmanifested marks as well as those manifested), and the impossibility of sorting cargo discharged at night. In spite of all these difficulties the Committee were impressed with the manner in which the work had been performed. Out of a cargo of 83,000 bags landed between the 18th and 24th September, 51,000 bags landed during the day and 3,000 landed at night were on 27th September

sorted according to marks and were ready for delivery. The remaining 29,000 bags *landed during the night* were awaiting sorting owing to want of space. The cargo, it should be explained, occupied *four* of the Prince's Dock sheds. Of the 54,000 bags ready for delivery, only 5,000 had been cleared up to the 27th September.

The chief difficulty in the matter causing serious inconvenience to the working of the Dock traffic as well as to the importers was owing to the dilatoriness of the dealers in taking deliveries. The state of the market which at times affects clearances, it is understood, had in this case nothing to do with it, but owing to the scarcity of carts and the high rate of cart-hire the dealers were late in commencing to clear the sorted cargoes, and they further made unreasonable demands declining to take delivery of part lots until the whole was ready.

I am to say that the Trustees are responsible only for the delivery of the number of the bags landed. In attempting to sort the cargo according to marks, they are trying to meet the convenience of the trade. There is in consequence a tendency to treat the Dock Transit Sheds as taking the place of the importer's godown and causes entirely unconnected with the Dock management were allowed to affect clearances. I am to say that, in the general interests, this is a system open to serious objection, and the Trustees would invite the co-operation of the Chamber in impressing on importers the urgent necessity of requiring dealers to take immediate delivery of their lots as soon as they are landed and are notified by the Dock Establishment as ready, irrespective of whether the full tale is complete or not.

I am to attach a report by the Docks Superintendent on the cases of the cargoes of the S.S. "Clavering" and "St. Fillans" specifically referred to in your letter, and to say with reference to your remarks regarding extra fees that although, under the Dock By-laws, extra fees are leviable on the expiry of 7 days from landing, the practice is to count the free days from the date the cargo is ready for delivery in case it is not ready on the day it is landed. It will be admitted that this very liberal course leaves no ground for complaint on the part of the dealer in this matter.

The allowance of time made by the ship for survey, etc., appears to be a matter between the importers and Agents in arranging freight and not one in which the Trustees have any voice.—I have, &c.,

H. E. HART,
Secretary.

REPORT.

No. 5447 OF 1906-07.

The S.S. "Clavering."

I enclose a statement giving landing dates and dates of delivery of the above vessel's sugar, with a separate account of Messrs. Ralli Brothers' bags. It will be seen from this that their bags were landed between 12th and 21st April and that deliveries were commenced on 21st April. On 28th April 4,678 bags had been delivered, leaving a balance of 822 bags in the shed. From the general delivery account it will be seen that up to the 3rd May 30,275 bags had been delivered or the bulk of the cargo had gone. Messrs. Ralli Brothers' dealers did not commence taking delivery until the last day of landing and thus lost several days, but it seems that the principal cause of delay in taking delivery was some dispute about the survey of the bags.

The bags were stacked 4 or 5 high, each mark, in two rows, and as I visited the shed daily and enquired why they were not taking delivery, I was informed that there was some dispute with the surveyor about the amount to be paid for sweat-stained and damaged bags. I noticed that the bags were very much stained and in many instances it would certainly be impossible to see any marks on them. In nearly every sugar cargo a number of the bags are discharged stained, and when they are left in the transit shed for weeks, they become by nature of their contents and contact with the air so badly stained that the marks are totally obliterated.

The dealers in sugar, who buy from the large importing firms, are well aware of this and well understand the difficulties of the Dock Officials in delivering bags by marks, and make it an excuse for not paying the extra fees. They write to the importers complaining that they cannot get their marks completed.

The marking of the sugar is also very bad and leads to much confusion; it has been the subject of numerous letters from the Dock Superintendent in the past to importers and ship's agents.

There are usually 3 marks on each bag, *viz.*, Brand mark, Importer's mark and counter-mark. Several importers frequently import the same brand of sugar in the same ship, then the Importer's mark has to be noticed, and the counter-mark, and in many instances the counter (or sorting) mark is not on the same side of the bag as

the brand and importer's mark. Again, the stencilling of the marks is sometimes so faint that even when the bag is quite clean it is difficult to make out, and the counter-mark, which should be large and clear, is very often not stencilled but put on roughly by hand.

It is to be noticed, in connection with this matter, that ships importing this sugar nearly always protect their interests by Clauses in the bill of lading relating to the marking of the bags.

"*St. Fillans.*"

I enclose full details of the above steamer's cargo, giving landing and delivering dates and a separate account of Messrs. Ralli Brothers' bags. With reference to this ship's sugar the remarks I have made above on that of the "Clavering "will equally apply. A number of the bags were stacked for survey and were considerably stained and the marks difficult to see. On account of there being insufficient room in the shed to sort some of Ralli Brothers' bags, extra fees were remitted on 215 of them.

In conclusion, I would beg to point out that the detention of this cargo in the transit sheds is a great difficulty in the working of the Docks. The demand for berths is very heavy and the space occupied is required at once. If dealers would take delivery while the vessel is discharging, they would have a very much better chance of clearing their bags within the free days, but in many instances they allow several days to elapse before they commence. The better marking of the bags is urgently required to enable quick and correct sorting to be done, and Importers by attending to this would go a long way to do away with the present causes of delay. One more thing I wish to point out is that as soon as the dealers know the sugar is to be warehoused, they will take large deliveries at once, although they have been complaining that they cannot find their marks, and this goes to prove that a great deal of the delay is due to the dealers keeping their bags in the transit sheds for survey, in order to get as large an allowance from the ship or Insurance Company, as possible for sweat-stained, damaged or slack bags. No doubt the amount of money obtained in this way fully covers the extra fees paid to the Dock, leaving a margin of profit.

E. Y. WATSON,
Superintendent, P. & V. Docks.
13*th June* 1906.

Statement of bags of Sugar landed and delivered each day *ex* S.S. "Clavering."

Landing Account.		Delivery Account.	
Date.	Bags.	Date.	Bags.
12th April 1906. ...	10,076	18th April 1906 ...	418
13th " " ...	8,934	19th " " ...	435
14th " " ...	7,238	20th " " ...	1,782
16th " " ...	1,965	21st " " ...	5,458
20th " " ...	2,740	23rd " " ...	5,641
21st " " ...	2,305	24th " " ...	2,150
	33,258	25th " " ...	4,117
Short tallied ...	142	26th " " ...	2,275
		27th " " ...	2,462
Total ...	33,400	28th " " ...	2,094
		30th " " ...	804
		1st May 1906 ...	1,022
		2nd " " ...	589
		3rd " " ...	1,028
		4th " " ...	766
		5th " " ...	350
		7th " " ...	343
		8th " " ...	149
		9th " " ...	84
		10th " " ...	16
		11th " " ...	96
		12th " " ...	281
		14th " " ...	116
		15th " " ...	40
		16th " " ...	48
		18th " " ...	504
		19th " " ...	24
		23rd " " ...	246
		28th " " ...	2
		4th June 1906	40
		5th " " ...	5
			33,385
		Lying in Shed ...	1
			33,386
		Short tallied .	14
		Total ...	33,400

E. Y. WATSON,
Superintendent, P. & V. Docks.

13th June 1906.

Account of 5,500 bags of Sugar of Messrs. Ralli Brothers landed and delivered each day *ex* S.S. "Clavering."

Landing Account.		Delivery Account.	
Date.	Bags.	Date.	Bags.
12th April 1906 ...	375	21st April 1906 ...	917
13th „ „ ...	828	23rd „ „ ...	1,989
14th „ „ ...	2,142	24th „ „ ...	252
16th „ „ ...	1,059	25th „ „ ...	556
20th „ „ ...	686	26th „ „ ...	772
21st „ „ ...	410	27th „ „ ...	66
		28th „ „ ...	126
		1st May „ ...	24
		3rd „ „ ...	96
		4th „ „ ...	32
Total ...	5,500	5th „ „ ...	72
		8th „ „ ...	33
		9th „ „ ...	64
		10th „ „ ...	10
		12th „ „ ...	104
		15th „ „ ...	40
		18th „ „ ...	248
		19th „ „ ...	2
		23rd „ „ ...	97
		Total ...	5,500

E. Y. WATSON,
Superintendent, P. & V. Docks.

13th June 1906.

Statement of bags of Sugar landed and delivered each day *ex* S.S. "St. Fillans" of 14th April 1906.

Landing Account.			Delivery Account.	
Date.	Day.	Night.	Date.	Bags.
	Bags.	Bags		
14th April 1906...	.....	40	19th April 1906 ..	250
16th " " ...	.....	650	20th " " ...	1,098
17th " " ...	5,219	.....	21st " "	2,609
18th " " ...	7,445	2,118	23rd " " ...	2,201
19th " " ...	8,895	.....	24th " " ...	3,135
20th " " ...	2,875	.....	25th " " ...	4,472
21st " " ...	4,760	723	26th " " ...	4,293
23rd " " ...	245	.....	27th " " ...	4,609
24th " " ...	551	.....	28th " " ...	1,719
			30th " " ...	1,249
	29,990	3,531	1st May " ...	1,727
	3,531		2nd " " ...	739
			3rd " " ...	569
	33,521		4th " " ...	48
Short ...	4		5th " " ...	241
			7th " " ...	333
	33,525		8th " " ...	538
			9th " " ...	484
			10th " " ...	350
			11th " " ...	326
			12th " " ...	109
			14th " " ...	720
			15th " " ...	460
			16th " " ...	680
			17th " " ...	228
			22nd " " ...	10
			23rd " " ...	64
			25th " " ...	27
			1st June " ...	32
			2nd " " ...	32
			5th " " ...	13
				33,365
			Warehoused ...	156
				33,521
			Short ...	4
				33,525

E. Y. WATSON,
Superintendent, P. & V. Docks.

Account of 6,525 bags Sugar of Messrs. Ralli Brothers landed and delivered each day *ex* S.S. "St. Fillans."

Landing Account.			Delivery Account.	
Date.	Day.	Night.	Date.	Bags.
	Bags.	Bags.		
16th April 1906 ..	.....	476	20th April 1906...	214
17th ,, ,, ...	1,858	.....	22nd ,, ,, ...	314
18th ,, ,, ...	828	24	23rd ,, ,, ...	851
19th ,, ,, ...	325	.....	24th ,, ,, ...	1,113
20th ,, ,, ...	1,102	.....	25th ,, ,, ...	949
21st ,, ,, ..	955	...	26th ,, ,, ...	284
23rd ,, ,, ...	957	.....	27th ,, ,, ...	851
			28th ,, ,, ...	354
	6,025	500	1st May ,, ..	714
	500	.....	2nd ,, ,, ...	88
			3rd ,, ,, ...	117
	6,525		5th ,, ,, ...	74
			7th ,, ,, ...	139
			8th ,, ,, ...	95
			10th ,, ,, ...	68
			11th ,, ,, ...	300
				6,525

Out of the above bags 215 bags were exempted from the extra fees cleared by themselves.

E. Y. WATSON,
Superintendent, P. & V. Docks.

No. 31 OF 1907.

CHAMBER OF COMMERCE,
BOMBAY, 10th January 1907.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed to acknowledge receipt of your letter No. '647 of the 21st ultimo, and to thank you for your courteous explanation of the subject referred to. My Committee are desirous of co-operating with the Port Trust as far as possible, and a Circular has

now been issued to all our members asking them to impress upon the dealers the necessity of taking delivery as soon as any part of their consignments is ready, and not waiting till the whole is available.

Insufficiency of storing space is believed to be the chief cause of the difficulties complained of, and it is therefore suggested that the possibility of acquiring further accommodation might seriously be considered, even if necessary outside Dock limits, where the sugar could be taken direct by rail or trolly from the steamer's side.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CIRCULAR TO MEMBERS.

No. 31 OF 1907.

CHAMBER OF COMMERCE,
BOMBAY, 10th January 1907.

GENTLEMEN,—The Committee have duly enquired into the many complaints that have reached the Chamber from time to time regarding delays that have taken place of late in the delivery of sugar from the Docks. Insufficiency of storing space is believed to be the chief cause of the difficulties complained of, and on this point the Committee have addressed the Port Trust suggesting the possibility of acquiring further accommodation.

In the meantime the Committee strongly urge upon all importers the advisability of impressing upon dealers the necessity of taking delivery as soon as any part of their consignments is ready, and not waiting till the whole is available. This procedure, if unfailingly observed, will, it is believed, both obviate the present confusion, and greatly facilitate the quick delivery of the sugar.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX K-1.

REFUND OF TOWN DUTY ON SUGAR.

CHAMBER OF COMMERCE,

BOMBAY, 13th July 1906.

No. 614 OF 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Under instructions from my Committee I have the honour to bring to your notice the following particulars regarding the question of refund of town duty on sugar, and to request you to give it your careful consideration.

At present, in order to obtain a refund of town duty on sugar re-exported from Bombay, it is necessary that the marks on the bags correspond exactly with the marks appearing on the import manifest. Most of the sugar imported into Bombay comes under well-known brands, such as B. R. B., A. Z., &c., these letters being marked on the bags, and in addition to them, is the firm's counter-mark. In this way very often in the same ship there are consignments of sugar under the same marks but with different counter marks, that is to say, for example, sugar marked $\frac{\text{B. R. B.}}{\text{Ralli}}$ and $\frac{\text{B. R. B.}}{\text{Volkart}}$, the sugar being exactly the same but imported by two different firms. Very often at the time of discharge, these bags are mixed, with the result, for example, that Messrs Ralli Brothers may have eventually to take delivery of certain bags marked $\frac{\text{B. R. B.}}{\text{Volkart}}$, owing to the latter firm having been delivered a few bags marked $\frac{\text{B. R. B.}}{\text{Ralli}}$. Now as Messrs. Ralli Brothers' import manifest contains the mark $\frac{\text{B. R. B.}}{\text{Ralli}}$ under the existing rules the Municipality would not give the refund on those bags which that firm has had to accept under the mark $\frac{\text{B. R. B.}}{\text{Volkart}}$. The sugar is exactly the same, as the counter-mark "Ralli" or "Volkart" has nothing to do with the quality, that being indicated by the mark B. R. B., and what the Committee have the honour to ask you is that the Municipality should agree to grant refund of town duty according to the chief mark without taking note of the counter-mark.

My Committee cannot see that this would in any way lead to fraud, and if the Municipality could see their way to grant this concession it would be a great facility for trade and greatly help the delivery of sugar from the Docks.—I have, &c.,

H. E. E. PROCTER, Chairman.
J. B. LESLIE-ROGERS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 18th September 1906.

No. 778 OF 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—I am directed to draw your attention to my letter No. 614 of 13th July, regarding the question of refund of town duty on sugar.

As importers are constantly experiencing difficulties in this matter with their dealers, my Committee will be obliged if you will be so good as to favour them with an early reply.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 28th September 1906.

No. 832 OF 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—With reference to my letter No. 614 of the 13th July last, regarding the question of refund of town duty on sugar, I am directed to ask if you will be so good as to receive a deputation from the Chamber to discuss the said subject? If so, my Committee will be obliged by your kindly naming a date and hour that will be convenient to you.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 10th October 1906.

No. 878 OF 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—With reference to my letter No. 832 of the 28th ultimo, on the subject of refund of town duty on sugar, I am instructed to request the favour of being informed whether it would be convenient to you to meet the deputation referred to at your office on Monday, 15th instant, at 12 noon (Standard Time).

Soliciting the favour of an early reply.—I have, &c.,

C. J. MICHAEL,
for Secretary.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 11th October 1906.

No. 22182 OF 1906-07.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 878 of the 10th instant, I have the honour by direction to inform you that it will suit the Municipal Commissioner to meet the deputation on Monday next, the 15th idem, at 12 noon (Standard Time).—I have, &c.,

A. W. SHETE.
Assistant to the Municipal Commissioner.

CHAMBER OF COMMERCE,
BOMBAY, 25th October 1906.

No. 924 OF 1906.

The MUNICIPAL COMMISSIONER, BOMBAY MUNICIPALITY,
Bombay.

SIR,—With reference to the interview which the Sub-Committee of this Chamber had with you on the 15th instant, I am instructed by the General Committee of the Chamber to inform you that having heard an account of that interview they are strongly opposed to the proposed additional marking suggested by the head of your Refund Department. They consider that the proposal would be

very difficult to carry out and would result in a worse state of affairs than at present exists. They are strongly of opinion that it would be perfectly sufficient for all practical purposes that the Municipality should accept the quality marks without requiring or taking cognisance of the counter-marks, and seeing that duty is paid on all sugar per bag irrespective of quality, they fail to understand why there should be the limit of six months for refund purposes as at present imposed. They would therefore request that such time limit should be taken off and that the refund of town duty should be paid on all sugar re-exported in accordance with the quality marks only.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX K-2.

MUNICIPAL OCTROI IN THE CENTRAL PROVINCES.

No. $\frac{331}{\text{VII-23}}$

CENTRAL PROVINCES SECRETARIAT,
(Local & Municipal Department),
NAGPUR, 9th August 1906.

The SECRETARY TO THE CHAMBER OF COMMERCE,
Bombay.

SIR,—I am to invite a reference to your letter, dated the 6th September 1905, on the subject of the procedure in force in certain Municipalities in the Central Provinces for the refund of octroi duty, and in reply thereto to forward herewith a copy of a Resolution (No $\frac{\text{M-A}}{\text{VII-23}}$ dated the 19th July 1906) by the Chief Commissioner dealing with the subject of the octroi refund system in the Central Provinces.—I have, &c.,

H. C. GOWAN,
Under-Secretary.

CENTRAL PROVINCES ADMINISTRATION.

(Local and Municipal Department.)

No. 219-A
VII—23

NAGPUR, 19th July 1906.

READ—

Letter from the Secretary to the Chamber of Commerce, Bombay, dated the 6th September 1905.

READ ALSO—

Letter No. 9592 / 10845 / 6288 / 11984	dated the 21st November 1905 / 22nd November 1905 / 2nd December 1905 / 3rd December 1905	from the Commissioner,	Jubbulpore / Chhattisgarh / Nagpur / Nerbudda	Division.

RESOLUTION.

In September of last year the Chamber of Commerce, Bombay, brought to the Chief Commissioner's notice the delay, inconvenience and expense incurred by merchants owing to the complicated procedure adopted in certain Municipalities in the Central Provinces for the refund of octroi duty. Under the prescribed procedure as laid down in the Municipal Manual all applications for refund have to be made at the central office of the Municipality, whither the goods on which refunds are claimed have to be carted for inspection, and a declaration in the prescribed form made by the exporter. The octroi daroga satisfies himself that the nature, weight and quantity of the goods are in accordance with the statements made in the declaration. The goods are then allowed to be taken past the octroi cordon, the officer at the exit post noting on the declaration form the fact that goods specified therein have been exported. The declaration forms are returned to the head office, where they are added up at the end of each month, and refunds paid accordingly. The Chamber instanced the Municipalities of Khandwa and Harda as affording the best examples of the defects of this system.

2. In order to remedy the inconvenience and delay which is entailed by the necessity for carting to the central municipal office all goods on which refunds are to be claimed on export, the Chamber suggested the adoption of a simplified system which was stated to be in force in the Municipality of Jubbulpore, in accordance with which goods for

export could be taken direct to the railway station without inspection or other formality, a written declaration of their nature, weight and quantity being made at the municipal office, supported by the necessary number of octroi-paid receipts, and subsequently checked with the railway receipt granted for the goods actually despatched.

3. As no complaints of inconvenience or delay had hitherto been received by the Local Administration from members of the mercantile community, the Chief Commissioner called for reports on the procedure actually in force in the various Municipalities of the Central Provinces, and for suggestions for its amendment wherever it was found to be inconvenient or obstructive to trade. The information received is summarised below :—

Jubbulpore.—The system which has been in force in this Municipality for many years, though differing somewhat in detail from the simplified system sketched out by the Chamber, resembles it in its essential features. Goods for export are taken direct to the railway branch octroi post, where their nature, contents and weight are noted on the back of the export challan which the exporter sends with them. After the goods have been booked at the station the weight given in the railway receipt is entered on the challan, and the receipt and challan are sent to the municipal office, where the latter is retained, the former being returned to the exporter. At the end of each month the exporter sends in a bill for refunds based on the weights given in the railway receipts, which is checked with the challans, refund being granted in accordance with the weights as entered in the challans after the actual weighment at the octroi post. The essential feature of this system is that no reference of any sort to the central municipal office is necessary until the goods have been actually consigned to the railway.

Seoni.—The same system is in force in this Municipality as in Jubbulpore. In both towns the concession of a simplified procedure has been extended only to certain selected firms of standing ; and there is no objection to its extension to other firms of the same class.

Saugor.—There is here a free ganj, built close to the railway station, which for purposes of octroi taxation is treated as being outside the octroi cordon. The chief export merchants have their agencies in the ganj, and the system appears to offer every facility to traders.

Raipur.—Both here and in the other octroi-levying Municipality of the Chhattisgarh Division, namely, Bilaspur, the central octroi office is conveniently situated and the existing system is reported to work smoothly.

Nagpur.—The Jubbulpore system is in force in this Municipality in respect of all exports by rail of grain, oil-seeds and timber without distinction, and in the case of two firms still greater concessions have been made. The Committee have exempted the goods of these firms from all examination, whether at the central office or at the railway octroi post, refunds being granted to the firms on the submission by them of monthly statements of exports. These statements are checked with the firms' account books, and verified by comparison with the entries in the export register maintained by the Railway, extract copies of which are taken daily and entered in a register at the railway octroi post. The system is reported to work smoothly, and to give no grounds for complaint. A new bonded warehouse has recently been opened close to the railway station, where goods in transit intended for export by rail can be stored.

Hinganghat.—The system in force in this Municipality is the one described in the first paragraph of this Resolution. The Committee admit that it is cumbrous and inconvenient, and express their willingness to adopt the system which is in working at Jubbulpore.

Warora.—The export of dutiable goods from this Municipality is mainly by road and in small quantities. The principal commodity exported by rail is oil-seed, which is not dutiable. There is a bonded warehouse close to the railway station, which is, however, chiefly used for the storage of goods imported by rail.

Khandwa.—This Municipality has been taken by the Chamber as an instance of the inconvenience caused by the complicated procedure enforced. Except in the case of one firm, the procedure in vogue is the one prescribed by rule ; but the Committee express themselves willing to abandon the inspection of goods upon which octroi has been levied by weight in the case of selected firms of standing, as has already been done in the case of Messrs. Ralli Brothers. At the same time the Committee point out that the statement made by the Secretary to the Chamber, that produce for export has to be taken from the godowns past the goods station to the municipal hall and then back again to the goods station, is incorrect.

The municipal hall, where the inspection is carried out, is on the direct road from the Bombay Bazar, where grain intended for export is stored, to the goods station.

Harda.—With the exception of a short period during January of this year, when the discovery of frauds led to a temporary order that all goods should be brought to the Town Hall for inspection, the Jubbulpore system is reported to have been in force in this Municipality for some time. Refunds are granted at two places—at the Town Hall on goods going into the interior or into Holkar's territory by road, and at the Jadid naka, which is close to the railway station, on goods which are intended for export by rail. No complaints are forthcoming from the local traders as to any inconvenience caused to them by this system. A bonded warehouse is in existence, but for reasons which the Commissioner is unable to explain is rarely, if ever, used.

4. The replies received do not indicate that any general dissatisfaction with the octroi system as worked in these Provinces has been brought to the notice of Municipal Committees, and they show that these Committees are commendably willing to allow facilities outside the strict rules prescribed, where the operation of these rules is actually found to hamper trade. At the same time the persons who are in the best position to judge whether the existing arrangements hamper trade or not are the merchants, and the Chief Commissioner has already in paragraph 3 of his Resolution No. 357, dated the 10th January 1906, on the working of the Municipalities in the Central Provinces and Berar, expressed the opinion that the working of the octroi requires closer examination than it has hitherto received. The report now made regarding Harda may be taken as an example. It is explained that the difficulties experienced there were of a temporary character, and the report generally minimises their importance. But no mention is made of the fact that in this Municipality the refunds exceed two-thirds of the gross receipts. In 1904-05, the Committee collected octroi to the extent of Rs. 59,000, out of which it refunded Rs. 41,000. Its net receipts were thus only Rs. 18,000, and these figures alone show that trade must have been hampered and that the town raises its revenue in a manner opposed to the ordinary canons of taxation. These facts are passed over in the present report without any appreciation of their importance.

5. The Chief Commissioner is not in favour as a permanent arrangement of special concessions granted outside the rules, though as a temporary measure such an arrangement is to be encouraged where difficulties are found in adapting the existing rules to the needs of the commercial community. The revision of the rules will therefore be taken up so as to regularise the concessions now made or to allow of other simplifications in the methods of collection and of the grant of refunds. But as the issue of new rules will necessarily be a matter of time, Mr. Miller wishes to call attention to the necessity of close supervision over the working of the existing system, and to the importance of modifying either the system or the tax itself where the interests of through trade appear likely to suffer. The principles to be followed have been laid down by the Government of India, to whose Resolution No. 55-60, dated the 24th April 1899, the attention of all Municipal Committees and officers concerned with their supervision is called. In the first place, as regards the tax itself, special attention should be paid to the statistics for each item in the schedule, and special notice taken of any—

(1) from which the income is inconsiderable ;

(2) for which the proportion of refunds to gross receipts is excessive ;

(3) of which the incidence of consumption is so high as to indicate that refunds are not freely given.

In all these cases the question at once arises whether the result is owing to defect of system, or whether the article in question should be removed from the schedule.

6. In the next place, as regards the system, it must be seen that through trade is facilitated in every way—

(1) by an efficient refund system ;

(2) by the grant of transit passes, where traders find this convenient ;

(3) by establishing a branch office at which refunds can be given near the railway in cases in which the head office is inconveniently situated ;

(4) by the establishment of bonded warehouses.

On this last subject and on the treatment of railway trade, the Chief Commissioner desires to call the attention of all Municipalities concerned to the instuctions that have been issued in the United Provinces where these matters have received much attention. The principles laid down are of equal application in these Provinces, and the instructions are accordingly appended to this Resolution.

7. It is sufficient at this stage to call attention to these general principles and to insist that only constant and careful supervision can ensure the working of an octroi tax so as to be as little burdensome as possible to the trading community. The Chief Commissioner attaches great importance, in the interest of the busy towns of these Provinces whose welfare is in many cases almost entirely dependent on their trade, to the protection of the trader from trouble and delay within Municipal limits, and the importance of the fact that the Bombay Chamber of Commerce have found it necessary to address the Administration on the subject will, he is assured, not be lost sight of by all who are concerned in the efficiency of octroi administration.

ORDER.—Ordered that a copy of this Resolution be forwarded to Commissioners and Deputy Commissioners for information and guidance and for favour of communication to all octroi-levying Municipalities.

W. N. MAW,
Second Secretary to the Chief Commissioner,
Central Provinces.

Copy of instructions issued in the United Provinces for the establishment of Bonded Warehouses and the treatment of Railway Trade.

Bonded warehouses.

The provision of bonding accommodation has been impressed on all Municipalities; but no hard-and-fast rule can be laid down as to the extent of accommodation required. The size and nature of the warehouse depend on the local circumstances. A large ganj, with a railway siding running into it, as in Meerut in which the bulk of the wholesale trade of the city is transacted, will rarely be attainable. But a free ganj is generally understood and appreciated by traders; and at the least a properly protected *parao* can be provided, where

cartloads of merchandize may rest on their way through the town, or a sarai with lock-fast rooms can be used for the storage of bales of cloth or *kirana* until they are ready for export. It is not necessary that there should be a pretentious building for the purpose. The important point is to ascertain and follow the interests of the traders in the matter; and in a town upon the railway, to have the warehouse as near the station as possible. It may even be advisable to have separate warehouses, one for *ghi*, another for cloth, and so on. The duty of the Board is to provide a place where wholesale dealings in octroiable articles can be carried on without the annoyance involved in payments and refunds of octroi. When this is understood by the Boards they will generally find the traders prepared to support the undertaking.

Treatment of railway trade.

The Boards of Municipalities situated on a railway line are expected, so far as lies in their power, to prevent octroi from interfering with railway traffic. If it is topographically possible, railway stations and goods sheds (with the road approaches thereto) should be excluded from octroi limits. If this is not feasible the railway authorities should be allowed every facility for collecting and distributing extra Municipal consignments without their being subjected to the payment and refund of octroi. The object can frequently be effected by treating the goods shed as a bonded warehouse, and letting goods pass to or from it through the town under the transit pass system. If the railway authorities wish to establish a ganj in the vicinity of the station the Board should throw no unnecessary obstacles in the way.

The Board can insist on the railway authorities making effective arrangements that the ganj is not used as a market for retail dealing by the townspeople; but in so far as the ganj acts as a depôt for the collection of goods from the surrounding country for despatch by rail, or as a depôt for the distribution of goods, arriving by rail, to the surrounding country, the Board's octroi department have no concern with it. The fact that a railway ganj diverts trade which formerly resorted to a Municipal market is no ground for interference with the ganj, so long as it is properly controlled and sanitated. Trade will always go where it is best treated, and must not be arbitrarily hindered from doing so.

No. 729 of 1906.

CHAMBER OF COMMERCE,

BOMBAY, 16th August 1906.

The UNDER-SECRETARY TO THE CHIEF COMMISSIONER,

CENTRAL PROVINCES, NAGPUR.

SIR,—I am directed to acknowledge receipt of your communication No. 331-VII-23 of the 9th instant together with the Chief Commissioner's Resolution dealing with the subject of the octroi refund system in the Central Provinces.

In reply my Committee desire me to convey their thanks for the exhaustive and practical way in which the subject has been dealt with, and to express their hope that the revision and issue of the proposed rules may be undertaken at the earliest opportunity.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX L.

DOCK WAREHOUSES.

No. 3799.

BOMBAY PORT TRUST,
BOMBAY, 14th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to say that the Trustees have had under consideration the arrangements at the Docks for Warehousing goods which are not cleared direct from Transit Sheds.

The matter has been fully investigated by a Special Committee appointed for the purpose, and I am to forward, for your information, a copy of the printed report, dated 17th April 1906, adopted by the Board together with a copy of the Dock Schedule of Rates in which the proposed amendments are shown both in the column of Rates headed "Present" and "Proposed" and also at page 27 where the amendments are shown in type deleted and in italics; a copy of the Port Trust by-laws for warehousing goods is also sent herewith, the amendments being shown in italics at pages 4 and 5 and in Schedule E at page 17.

I am to say that it has been arranged that these proposals should have effect from 1st July 1906, if possible.—I have, &c.,

H. E. HART,
Secretary.

As amended and approved at a Meeting of the Docks Committee, held on 23rd April 1906.

BOMBAY PORT TRUST.

DOCK WAREHOUSES.

The Special Committee appointed in Trustees' Resolution No. 50, dated 6th February 1906, beg to submit the following report on the Warehouse system and the proposals in relation thereto, referred to in paras. 15 to 22 of the Chairman's note, dated 20th January 1906.

2. The Committee held six meetings, including two held at the Warehouses, and their enquiries covered a wide field including the present system of receiving, stacking, storing and delivering goods at the Warehouses, the working expenses of the Warehouses in relation to the receipts and work performed, the practice of retaining goods for long periods in the Warehouses the cost and labour involved in the transfer of goods while in Warehouse charge, the classification of goods for insurance purposes, the possibility of fixing a time within which the Trustees could undertake that goods should be removed from the Transit Sheds, and the present system under which such a large volume of goods is warehoused as uncleared.

3. The Committee found the Warehouses in excellent order, and that the receipt, storing and stacking of goods are conducted on methods which are well understood and appear well suited to the requirements of the Trade. They very carefully considered whether improvements could be effected in the methods of giving delivery, but are satisfied that the present system affords the great advantage of expedition, and that any interference with a view to lessen the labour and cost of re-stacking and piling would delay deliveries to the prejudice of the Trade. Their enquiries into the expenses of management lead them to the conclusion that inferences drawn from the proportion which the expenses bear to receipts are misleading. With large receipts into the Warehouses and rapid clearances, involving proportionately large expenses in handling; the revenue may be considerably less than with a smaller volume of Trade with a less active demand, so that the goods remain in the Warehouses paying rent for a longer period. The figures are moreover affected by the proportion of goods removed to the Uncleared Warehouse, and in the case of the year 1904-05 the receipts were reduced and the expenses increased by the loss of Warehouse A from fire. The Committee find no cause for regarding the expenses as otherwise than moderate in proportion to the extent of the service performed and are impressed with the great advantage the Trade enjoys from the low rates charged for warehousing accommodation at the Docks.

4. The Committee do not find that goods in any large quantity remain for a sufficiently long time in the Warehouses to justify any revision of the present system of charging in such cases. They observe that in some instances extra labour and cost devolves on the Warehouse Department in consequence of the transfer of goods

while still in Warehouse charge. The packages so transferred have to be removed from one Warehouse to another or from one part of a Warehouse to another part, operations involving labour in unstacking, transport and repiling. They find, however, that the number of such transfers is not considerable in proportion to the total number of packages warehoused, and they do not recommend any change.

5. The Committee after careful consideration and consultation with the Traffic Manager, Mr. Panton, advise that, in order to give the Trade the fullest benefit of the revised Insurance Tariff, the following Warehouses be set apart exclusively for Piece-Goods, Yarns and/or other Textile Fabrics (excluding Gunnies and/or Hessians) in original bales and/or cases and/or metals:—

		Floor area. Sq. ft.	Storage Capacity. Bales.
Prince's Dock Warehouses...	N. 2	17,214	6,000
	„ 3	17,214*	6,000
	„ 4	29,354*	8,000
	„ 5	17,214	6,000
	„ 6	17,214*	6,000
	„ 7	17,214	6,000
Victoria Dock Warehouse	A.	13,976*	3,500
	C.	27,952	8,000
	Total ...		49,500

6. In the case of there not being room in these specially reserved Warehouses for goods of the class for which they are reserved, the owner or consignee, on putting in a Warehousing application, should be informed to that effect, by a special form, before his goods are removed, and that his goods will be placed in the Warehouses for general non-hazardous merchandise.

7. The Committee further recommend that the receipt for goods warehoused (Form 5, page 15 of the Warehouse By-Laws) should be amended to show prominently the particular Warehouse in which the goods are stored and the date of the warehousing application thus:—

Form No. $\frac{186}{F}$

P. T. Warehouse Receipt No._____

Date_____190 .

* Excludes terraces and galleries. Gullies between Warehouses, to be reserved for metals, are also excluded.

Goods Stored in Warehouse.

No.

BOMBAY PORT TRUST.

VICTORIA AND PRINCE'S DOCKS WAREHOUSES.

RECEIVED from _____

the following goods, warehoused by _____ as per warehousing application, dated _____ 190 , received on _____ 190

Marks, Nos. and Address.	Packages.	Description as stated.	Ship.	REMARKS.
1	2	3	4	5

The Port Trust is not liable for damage or loss from unavoidable causes.

Superintendent,
Port Trust Warehouses.

8. As regards a time limit for the removal of goods from the Transit Sheds, the Committee, after much discussion, consider that, subject to the necessary safeguards, the Trustees may reasonably undertake to remove all import goods from the Transit Sheds within 25 days of the completion of the discharge of the vessel from which they were landed. They advise accordingly that :—

The Warehouse Department should commence the removal of import goods immediately on the expiry of the free days, and the Trustees undertake to remove all such goods from the Transit Sheds within 25 days of the completion of the discharge of the vessel from

which they were landed, provided such goods, if they are to be removed to the Duty Paid Warehouses, are first cleared by the consignee from Customs charge, and subject to the conditions that—

(1) There is room in the available Warehouses, failing which notices will at once be given to the consignee ;

(2) The Board are not held responsible for the observance of this rule in the case of sufficient labour not being obtainable owing to strikes, riots, or a sudden outbreak of epidemic disease or from other causes beyond the Trustees' control. In each such case the earliest possible notice will be given either directly to the owners or consignees or by notification in the daily papers.

9. The Committee believe it is practicable to work to this arrangement, and that it is one that will facilitate business by enabling both the merchant and the Insurance Co. to realize their positions with reference to insurance risks. The present rule, under which goods must be removed from the Uncleared Warehouse to the Duty Paid Warehouse within 10 days of receipt of the warehousing application, provided the goods are first cleared from Customs charge, will continue in force.

10. In dealing with the question of the Uncleared Goods Warehouse, which now remains to be considered, the Committee have been influenced principally by the necessity for ensuring the earliest possible clearance of the Transit Sheds to facilitate dealing with duty paid goods, and to make the sheds available for fresh cargo.

11. The Committee consider in the first place, with this requirement in view, that the extra fees charged after the expiry of the free days, namely, ⅓rd the wharfage fee should cover in the first instance a period of 3 days as at present, and thereafter a fresh extra fee should be levied every 2 days instead of 3 ; that is the rule under para. 11-A, page 27, of the Dock Rate Book, should read :—

"After these free days have expired extra wharfage will be incurred for the first 3 days, or part of 3 days, and thereafter for every succeeding 2 days, or part thereof at the rate of one-third the wharfage fee to which the goods may be liable as shown in the scale of rates,"

and in the next place that the rent for goods stored in the Uncleared Warehouse should be determined in the same manner, that is by an

extra fee of ½rd wharfage for every 2 days, or part thereof instead of a rent per week or part of a week as at present. They further recommend that the rates for removal and storage in the Uncleared Warehouse be enhanced as shown in the attached copy of the Dock Rate Book. The enhanced rates for removal are based as far as possible on the ascertained actual cost of removing the several descriptions of goods which the present rates do not cover.

12. These proposals recognize the principle that goods which the consignee neglects to clear, though removed to the Uncleared Warehouse as a matter of convenience in working the Dock, should be liable to the same charges as they would be if left in the Transit Shed plus the cost of removal. They are in no way drastic and are merely designed to offer greater inducement to the early clearance of goods after arrival and to afford a slight check to the tendency to use the Uncleared Warehouse as a godown. The proposal to enhance the charges with this purpose in view has, it may be added, already received the approval of the Committee of the Chamber of Commerce.

W. C. HUGHES,
Chairman.

17th April 1906.

CHAMBER OF COMMERCE,
BOMBAY, 28th June 1906.

No. 570 OF 1906.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3799 of the 14th instant, and to thank you for the copy of the Special Committee's Report and the proposed rules which my Committee consider as satisfactory. They however hope that while the 25 days' period referred to meets the situation at present, you will be able to see your way later on to still further reduce the time fixed for the removal of goods from the Transit Sheds to the warehouses,—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-1.

SHORTAGE OF WATER SUPPLY IN BOMBAY.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 7th June 1906.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—The Directors of the Bombay Cotton Trade Association have desired me to forward for your information the following Resolution passed on the 6th instant, *viz.*:—

"That copies of the correspondence with the Municipal Commissioner be forwarded to the Chairman of the Chamber of Commerce with a request that the Committee of the Chamber be asked to address Government pointing out the urgent necessity of steps being taken promptly to increase the water supply in Bombay."

From the correspondence attached, it will be seen that the Directors of the Cotton Trade Association have already made representations to the authorities regarding the state of affairs existing in Colaba. But as the question is one of public interest, it is felt the Chamber's support would have a powerful effect in remedying the evil complained of. The question of shortage of water supply affects not only the Colaba Cotton Green, but practically the whole of Bombay at the present moment; and it is therefore trusted that your Committee will see their way to making a strong representation to Government on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,

Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 20th March 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—I am directed by the Directors of the Bombay Cotton Trade Association, Ltd., to draw your attention to the very serious delay that there has been lately in obtaining *any* water from the hydrants placed in the Cotton Jaithas at Colaba when a fire has taken place.

There have been numerous fires there lately, and on Saturday last a very serious one took place which might have been extinguished promptly had water been available at once.

The Directors are informed by several eye witnesses that after the fire broke out on Saturday, the Fire Brigade attended promptly, fixed the hose on to the hydrants in the vicinity quickly, but had to wait fully 15 minutes before *any* water came, and considerably longer before anything approaching full pressure was available.

I am to point out that cotton valued at over 9 *crores of rupees* is at present stored in the godowns and on the Jaithas at Colaba, and the Directors feel sure you will recognise how very important it is to the Trade and Insurance Companies that a constant and strong supply of water should always be available to protect this enormous stock from fire.

They consider that the Cotton Merchants have a right to expect that the present condition of affairs as regards the water supply should be promptly improved. I am therefore instructed to ask you to give the matter your immediate and personal attention, and my Directors trust that you will see that steps are taken to procure a constant supply of water through the hydrants which were some years ago (at a considerable expense) erected near the Cotton Jaithas for immediate use in case of fire.—I have, &c.,

C. J. MICHAEL,
for Secretary.

No. 3119 OF 1906-1907.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 3rd May 1906.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LD.

SIR,—With reference to your letter of the 20th March last, I have the honour to inform you that the question of improving the water supply is engaging my attention.

I would at the same time suggest the advisability of your Association providing on the spot some handy kind of portable fire extinguishing apparatus.—I have, &c.,

W. D. SHEPPARD,
Municipal Commissioner for the City of Bombay.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 18th May 1906.

The MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—Your letter of the 3rd instant, replying to the Bombay Cotton Trade Association Directors' letter of March 20th, has been considered, and the Directors are pleased to learn the question of improving the water supply is engaging your attention. They trust that at no distant date you will be in a position to advise them what steps you have taken to carry out this much needed improvement so far at least as the neighbourhood of the "Cotton Jaitha" at Colaba is concerned.

With reference to your suggestion that the Association should have some handy kind of portable fire-extinguishing apparatus, I am to point out that there is one at present in use at Colaba, but the difficulty in promptly extinguishing the recent fires was not due to any delay in the prompt arrival of the "Fire Engines," but to those in charge having had to wait so long before any water was available.

If the Association had had, as you suggest, a portable engine of their own, it would have been just as helpless as the others were at the recent fires until *water was obtainable.*

What the Directors wish to point out is the absolute necessity of having a good pressure at all times in the mains, so that should a fire break out, a copious supply of water would *at once* be available at all the hydrants on the Cotton Jaithas.

The Colaba Fire Station is only a few hundred yards distant from where the recent fires occurred, and the Officer in charge was always on the spot with great promptness, but he and his staff were handicapped owing to the delay that took place in getting any water.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 28th June 1906.

No 543 OF 1906.

The SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—The insufficiency of the water supply of Bombay has again been brought home to the public by the recent serious fires at Colaba

when the supply of water at first was inadequate owing to the want of pressure, and my Committee have been addressed by the Bombay Cotton Trade Association on the subject and requested to bring the matter before Government with the object of pointing out the urgent necessity of steps being taken to increase the water supply in Bombay.

2. As Government are probably aware, the want of water in Bombay has been a matter of common knowledge for many years. Large residential quarters have been erected on the Apollo Reclamation, and complaints regarding the water supply from the residents of this place have constantly appeared in the papers. As these residences are dependent upon a regular water supply for the flushing of their sanitary arrangements, it can be easily understood that the constant absence of water constitutes a serious danger to health and may result in the out-break of an epidemic at any time.

3. Water is supplied from Tansa, Vehar and Tulsi Lakes, but the supply from the two latter sources is limited and the quality variable. As far as the information at my Committee's disposal goes, it would appear that the supply at Tansa is quite sufficient for the requirements of this city, but that the present 48" main is too small to convey the required amount. It should also be observed that the City of Bombay is increasing daily and spreading out into the suburbs, so that this present deficiency is bound to be felt more and more unless means are taken to increase the supply. What those means should be my Committee are not in a position to say, but they consider that probably the best remedy lies in duplicating the present main from Tansa.

4. Furthermore, it would appear necessary that, if the fire brigades are to be in a position to cope with fires such as those which have recently taken place in Bombay, full pressure should be available at any time, and my Committee understand that this can only be assured if the second main is laid down from Tansa as suggested above. In consequence of the fires abovementioned, and the great danger of large conflagrations owing to the inadequacy of the water supply, the Insurance Companies have recently raised rates very considerably, which constitutes a heavy tax on trade.

5. My Committee understand that the question of finance is one of the causes which has hindered the Municipality so far from undertaking this work, entailing as it would an expenditure of over

60 lacs. This would be a heavy tax on their borrowing powers, especially if the period of the loan is limited to 30 or 40 years as has of recent years been the order of the Government of India, and my Committee are of opinon that if Government could assist the Municipality in this respect by allowing them to raise money by loans for 60 years as has been done by the Improvement Trust and the Port Trust and was allowed in the case of the original loan for the Tansa Water Works, it would enable them to raise the required funds. As the matter is pressing, my Committee trust that Government will give it their careful attention with a view to ensuring this City an adequate supply of water as early as possible.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 30th June 1906.

No. 576 OF 1906.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LTD.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 7th instant, regarding shortage of water-supply in the Municipal mains, and in reply I beg to forward for your information a copy of a letter addressed by the Chamber to Government on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 3907 OF 1906.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3rd July 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 543, dated the 28th ultimo, *re* insufficiency of the water-supply of Bombay, and to state that it will be laid before Government.—I have, &c.,

A. R. KING,
for Secretary to Government.

FIRE FLOATS.

CHAMBER OF COMMERCE,
BOMBAY, 26th July 1906.

No. 679 OF 1906.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—The attention of the Chamber has been drawn of late to the inadequacy of the water-supply in Colaba in the event of fire, and it has been suggested that sea water might largely be utilised to supplement the Municipal mains. This, it is believed, might be done by the employment of Fire Floats, such as are in use at present on the Hoogli at Calcutta. For your information I beg herewith to enclose details regarding the said Floats, together with the cost of laying the same down in the above town.

It appears to my Committee that a powerful Fire Float would have been of the greatest assistance in the late disastrous fires at Colaba ; and that one capable of discharging 1,350 gallons a minute from eight jets would be of considerable service in protecting about half of the godowns and Cotton Green in a locality where the Port Trustees have a direct interest as ground landlords. These Fire Floats would further be of very material assistance for all risks in the Docks and the Harbour front generally.

In view of the universally acknowledged necessity of largely increasing the present water-supply of Bombay, especially for purposes of fire protection, my Committee hope the suggestion here put forward will receive your consideration as at least a possible means of improving the Fire service on the Harbour front.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PORT TRUST,
BOMBAY, 24th August 1906.

No. 5144.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 679, dated 26th ultimo, and to say that the question of supplementing the existing appliances for extinguishing fires in the Port by

the provision of a floating Fire Engine was gone into by the Trustees in 1897, and it was decided that such provision was not required.

Since that date the Steam Tug "Rose," with very powerful Fire and Salvage pumps, has been added to the equipment, and the Trustees have in the "Rose," the "Grappler," the "Pholas," and the "Princess" a very powerful floating fire service. The aggregate capacity of the pumps on the craft named is 5,105 gallons per minute, or approximating to double the capacity of the "Hetty" and "Hoogli" employed at Calcutta.

I am to add that there is not sufficient water at the Colaba Bunders to admit of Floating Fire Engines being brought alongside except at the top of high water, and even then it would be difficult and dangerous, and especially so in a dark night.—I have, &c.,

H. E. HART,
Secretary.

APPENDIX **M-2.**

SPONTANEOUS COMBUSTION OF COTTON.

NEW ZEALAND INSURANCE COMPANY,
BOMBAY, 8th June 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I should be obliged if you would kindly lay the question of the practice of watering cotton before being pressed before your Committee.

The origin of the late disastrous fires at Colaba is inexplicable, and it is very difficult to associate the idea of spontaneous combustion with cotton pressed in bales to a density of anything between 30 and 40 lbs. per cubic foot. Indeed, the majority of cotton bales is pressed to a density of over 35 lbs.

It is a well known fact that if oil be in cotton bales, spontaneous combustion may ensue, but I have been informed by a good many millowners in Bombay and the Mofussil that they believe the practice of watering cotton excessively before being pressed is largely responsible for these fires. They hold that cotton can spontaneously

ignite if pressed in a damp state, and it is a well known fact that the up-country people are endeavouring to get extra profit by watering cotton excessively.

This is a matter which can only be dealt with satisfactorily, in my opinion, by Government interference and Government legislation, and I should be glad to know whether the Members of the Chamber, who are interested in cotton, confirm these views. If so, I think the Chamber could not do better than address Government on the subject.—I am, &c.,

ALEX. M. TOD,
Manager.

CHAMBER OF COMMERCE,
BOMBAY, 14th June 1906.

No. 514 OF 1906.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LTD.

DEAR SIR,—I am directed to forward you the accompanying copy of a letter received from the New Zealand Insurance Company regarding the practice of watering cotton before being pressed, and suggesting that this may possibly be the cause of spontaneous combustion.

My Committee would be obliged if your Association would be so good as to favour them with their views on the subject; and also as to whether it would be advisable to address Government regarding the practice of watering cotton in the manner described.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 26th June 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am desired to acknowledge your communication No. 514 of the 14th instant, together with a copy of a letter from the New Zealand Fire Insurance Company on the subject of watering cotton before being pressed in bales. My Directors are of opinion that while such watering of cotton has become a more general practice of late, they cannot believe that this in itself is the

cause of spontaneous combustion. It is well known that thousands of bales pressed under similar conditions to those burnt at Colaba have been shipped abroad from time to time, yet no instance has been reported of spontaneous combustion in the holds of steamers where the conditions would seem more favourable to such a result. In these circumstances my Directors do not see their way to endorse the proposal to ask for Government interference and legislation in the matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 3rd July 1906.

No. 582 OF 1906.

The MANAGER,
NEW ZEALAND FIRE INSURANCE CO.,
Bombay.

DEAR SIR,—I am directed to acknowledge your communication of the 8th June, attributing the Colaba cotton fires to spontaneous combustion, brought about by the growing practice of watering cotton before pressing it into bales, and suggesting that the Chamber should address Government with a view to preventive legislation.

My Committee have given their careful consideration to the subject, and, after consulting the Cotton Trade Association, are obliged to come to the conclusion that though such watering of cotton has become a more general practice of late, they cannot believe that this in itself can cause spontaneous combustion.

It is well known that thousands of bales pressed under similar conditions to those burnt at Colaba have been stored at the local mills, and shipped abroad from time to time, yet no instance has been reported of spontaneous combustion either in the mill godowns or in the holds of steamers where the conditions would seem more favourable to such a result.

In these circumstances it is felt that, as far as the fires are concerned, no good purpose would be served by addressing Government regarding the watering of cotton as practised at present.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX N-1.

LATE SHIPMENT OF PIECE-GOODS FROM THE UNITED KINGDOM.

No. 121 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 19th February 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—I had the honour of addressing your Chamber on the 30th November last on the question of late shipments of Piece-goods, and on that occasion I pointed out the gravity of the situation that had arisen. I am now directed by my Committee to forward you a further communication on the same subject from the Bombay Native Piece-goods Merchants' Association, and this Chamber's reply to the same.

While the difficulties of the question are realized by my Committee, they cannot help feeling that unless some arrangement is soon arrived at between manufacturers and merchants to put an end to the present tension, the dealers out here may be led to take independent action, resulting in serious dislocation of trade. My Committee therefore trust this important matter will receive your early and thoughtful consideration —I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 161 OF 1905-1906.

NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 14th February 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Re *Late Shipments.*

DEAR SIR,—We are desired by our Managing Committee to address your Committee on the above subject as follows :—

1. Our Committee have received serious complaints from the members of our Association that they have had again, as in previous years, to contend a great deal with late

shipments from Manchester during the last twelve months. If March shipment was contracted for, Manchester asked for extension of time to June shipment. When extension to June shipment was granted, Manchester again required extension to September or October.

In this way once, twice or even thrice the extension of time for shipment have been asked for by Manchester and very unwillingly granted by our Members without any remuneration or allowance, as our Members have no alternative but either to accept the extensions asked for or to cancel the order.

2. Your Committee is very well aware of the fact that the demand for certain classes of goods exists only during a certain season, and if the goods do not arrive during the season time, the dealers do not only loose their profit but also frequently suffer great losses.

3. It not unfrequently happens that orders are booked, say, in February for July-August shipment and when the time of shipment arrives makers ask for further three or four months' extension.

4. Our Members in consequence suffer very seriously by late shipments and non-deliveries, and the makers should pay an adequate allowance for loss of profit.

5. Our Committee consider it but equitable that compensation should be granted on a recognized scale for delay in delivery as also in the event of non-delivery.

6. Our Committee also feel certain that the importing firms who are the Members of your Chamber and from whom our Members have been buying piece-goods in very large quantities are also put to very great disadvantage on account of these long-standing grievances.

Under the circumstances our Committee feel assured that the whole question will be carefully considered by your Committee and steps taken to remedy the serious grievances of which complaints are made by the general body of dealers in imported piece-goods.

Our Committee also feel confident that your Committee will be pleased to favour them with their hearty co-operation and usual

sound advice in this matter, by which alone our Committee can have any assurance of success in their undertaking.

Your Committee will also be pleased to correspond with, and ask for support of, various Chambers in India, such as Calcutta, Madras, Upper India, Cawnpore, Karachi, &c., &c.—We are, &c.,

GIRDHARDAS JAITHABHAI,
RAWJI NARONJI,
Joint Hony. Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 20th February 1906.

No. 122 OF 1906.

The JOINT HONY. SECRETARIES,
NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to thank you for your communication of the 14th instant regarding late shipments of piece-goods, and to inform you that this question of late deliveries has been engaging their attention for some time past. They feel, however, that the question in its many aspects is a difficult one to deal with, especially as there are many manufacturers who really do all in their power to fulfil their contracts, and these would probably refuse altogether to make contracts under penalty clauses, and a very serious dislocation of trade would follow. Quite lately this Chamber, in conjunction with the Bengal Chamber, addressed the Manchester Chamber of Commerce on this important matter, explaining in full the gravity of the position and its detrimental effects on importers and their clients in the bazaars. Under instructions, I am now communicating again with the Manchester Chamber urging the necessity of arriving at some satisfactory arrangement on this question at an early date.

In conclusion I am to assure you that my Committee will use their utmost endeavours to palliate, and, if possible, remove the grievance you have so moderately represented.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 23rd March 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Time Contracts.

DEAR SIR,—With reference to your letter of the 19th February, I am desired by the Board of Directors of this Chamber to say that they are doing all that is possible to bring about a satisfactory outcome to the present discussion. This Chamber is in active communication with the Chambers of Commerce of Blackburn and Burnley.—I am, &c.,

WALTER SPEAKMAN, Secretary.

CHAMBER OF COMMERCE AND MANUFACTURES
(INCORPORATED BY ROYAL CHARTER 1783),
GLASGOW, 21st February 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay,

Delays in Shipment and Delivery of Piece-Goods in India.

DEAR SIR,—The Directors of this Chamber have had before them communications from your and other leading Chambers of Commerce in India on the above subject, and after remit to their Committee on Foreign Affairs for report and careful consideration, the Directors, at their recent Monthly Meeting, unanimously expressed their opinion as follows, *viz.*:—

"That however desirable it may be to prevent manufacturers falling "behind in their deliveries, the difficulties in the way of enforcing "a law to bring about this object are insuperable."

"That it must not be forgotten that buyers have always the legal "right to buy in against defaulting sellers, and although under some "market conditions this may mean nothing, still on the other hand, "when prices are falling, Manufacturers in their turn have often a "distinct grievance for unreasonable cancelment on the pretext of "slight late delivery, caused by no fault of theirs."

"Under these circumstances, and specially in view of the fact that "the unprecedented rise in values now extending over nearly two "years has accentuated the present position from a buyer's point of "view, the Directors are unable to take any further action in the "matter beyond the expression of opinion above indicated."—I am, &c.,

WILLIAM H. HILL, Secretary.

APPENDIX N-2.

INDIAN MARCHANDISE MARKS ACT.

FAST COLOURS IN PIECE-GOODS.

1762 OF 1906.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 3rd October 1906.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

Fast Colours in Piece-Goods.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to hand you copy of letter No. 5477 of 21st September 1906 from the Collector of Customs, Calcutta, with reference to action which the Collector proposes taking in connection with goods such as prints, cotton tweeds, &c., described as having fast colours which are not so.

It will be seen that the Collector proposes to issue a notice that after a period of three months all importations of prints, cotton tweeds and other similar articles, bearing labels describing them as fast colours, the colours of which are not really fast, will be dealt with as goods bearing false trade descriptions under the Indian Merchandise Marks Act.

The Committee feel that this is much too important a matter to be dealt with summarily, and requires careful consideration in the interests of the piece-goods trade. The Committee are not aware

whether the Collector at your port is contemplating similar action to that foreshadowed in Mr. Morshead's letter, but in any case they will be glad of the views of the Committee of your Chamber on the matter at an early date.—Yours, &c.,

W. PARSONS, Secretary.

CALCUTTA, 21st September 1906.

No. 5477.

To the SECRETARY, BENGAL CHAMBER of COMMERCE.

SIR,—I have the honour to ask you to put the following subject before the Chamber for their consideration, and to favour me with any remarks or criticisms the Chamber may have to make.

2. It has been found that a large quantity of goods such as prints, cotton tweeds, etc., are being imported into Calcutta having labels attached bearing the words "warranted fast colours," "Fast colours," "pucca rung," or the like in English or a Vernacular which, on being tested, by washing are proved not to have a fast colour. In several instances cuttings of such goods have been washed in the presence of the importers, or washed cuttings have been shown to the importers, which conclusively showed that when the goods were washed with water and soap, the colour either ran or came out. A representative of an importing firm, who had an interview with the Assistant Collector in charge of the Appraisers' Department on the subject, admitted that practically no goods of the class described are imported into Calcutta which could really be described as being of a fast colour. In his opinion goods which were really of a fast colour have not been imported into Calcutta for the last 15 or 20 years save in very rare instances, the last of which was an indigo blue imported some 8 years ago. The same representative admitted that the distinction between goods at present was not really between goods whose colour was fast and goods whose colour was not fast, but between goods whose colour stood wear and washing comparatively well, and others in which it stood comparatively badly.

3. In these circumstances, the descriptions quoted above when applied to such goods appear to me to constitute false trade descriptions as to the material of which the goods are composed under the Indian Merchandise Marks Act, and to render the goods liable to penalty accordingly. But it has been pointed out to me that the importation of goods bearing these descriptions is very general, and has been continuing for some years, and that to put a stop suddenly to such importations, would be a hardship to importers.

I recognise that there is something to be said for this plea, and have, therefore, as requested by one of the importing firms, decided to refer this matter to you for your remarks, and to state that I propose to issue a notice that after a period of three months all importations of prints, cotton tweeds and other similar articles bearing the labels objected to above, the colour of which is not really fast, will be dealt with as goods bearing false trade descriptions under the Indian Merchandise Marks Act.—I have, &c.,

L. F. MORSHEAD,
Collector of Customs.

CHAMBER OF COMMERCE,
BOMBAY, 25th October 1906.

No. 923 OF 1906.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Re *Fast Colours in Piece-Goods.*

DEAR SIR,—Your communication, dated 3rd instant, on the above subject has been duly considered by my Committee, who beg to submit the following comments :—

(*a*) This Chamber generally speaking is not opposed to the movement inaugurated by the Collector. My Committee, however, do not quite follow the statements said to have been made by a " representative of an importing firm" in Calcutta *re* para. 2 of the Collector's letter. His remarks are of too sweeping a nature, and do not quite bear out the opinions of others on the subject.

(*b*) As regards the time limit of three months suggested by the Collector, my Committee agree with you that this is too

short a period in which to adjust the many issues involved. They have however lately heard that the Calcutta merchants have now asked for an extension from three months to twelve months as the interval to be allowed before the proposed order is enforced. With this request my Committee entirely concur.

(*c*) It is considered desirable that the Collector in Calcutta should be asked to explain the character of the test he proposes to apply, and to give a clearer definition of a "Fast Colour." Also for example in the event of soap and water being used in the test to state the kind of soap to be utilized, whether pure tallow soap, or other chemical soap, and whether hot or cold water, etc.

(*d*) That the Manchester and Glasgow Chambers should be addressed with a view to their getting all the printers interested to agree upon a test which would be recommended to the authorities in India as the standard to be applied.

(*e*) It has been decided to forward copies of all the correspondence on the above subject to the Collector of this Port, though hitherto, I am to inform you, no action has been taken by him in this direction.—I am, &c.,

J. B. LESLIE-ROGERS, Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 26th October 1906.

No. 925 OF 1906.

The COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward the accompanying correspondence for your information.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Enclosures :—

1. Letter from the Bengal Chamber of Commerce.
2. Letter from the Collector of Customs, Calcutta.
3. Reply of the Bombay Chamber of Commerce.

CHAMBER OF COMMERCE,
KARACHI, 8th November 1906.
No. 731 OF 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Fast Colours in Piece-Goods.

DEAR SIR,—I am directed to forward, for the information of your Chamber, copy of a letter addressed by my Committee to the Bengal Chamber of Commerce in reply to a communication from that Chamber with reference to a proposal made by the Calcutta Collector of Customs to deal with all importations of prints, cotton tweeds and other similar articles, bearing labels describing them as fast colours which are not really fast as goods bearing false trade description under the Indian Merchandise Marks Act.—Yours, &c.,

C. H. CHETHAM,
Secretary.

CHAMBER OF COMMERCE,
KARACHI, 8th November 1906.
No. 725 OF 1906.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Fast Colours in Piece-Goods.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 3rd ultimo, forwarding copy of a letter No. 5477, dated 21st September 1906, from the Collector of Customs, Calcutta, with a proposal to notify that after three months all importations of prints, cotton tweeds and other similar articles, bearing labels describing them as "fast colours," the colours of which are not really fast, will be dealt with under the Indian Merchandise Marks Act as goods bearing false descriptions.

My Committee have carefully considered the matter, and in reply would remark that although a good many piece-goods are imported into India, the colours of which are not fast, and which bearing such labels as "fast colours" or the like would come under the category of "goods bearing false description," the fact must not be lost sight of; that there are also heavy importations into India of piece-goods, the colours of which are for all practical purposes quite fast, though a certain amount of fugitive surface colour on them will come off with washing.

These goods have been associated for years with labels denoting "fast colours," and the measure which the Calcutta Collector of Customs proposes to take, if it proves of so sweeping a nature as to embrace these goods, will lead to dislocation of business, and prove extremely harmful to the trade, and they are of opinion that the Collector of Customs, Calcutta, should be asked to defer action in the direction indicated until the Manchester and Glasgow Chambers of Commerce have been consulted as to the correct definition of the term "fast colours."

In conclusion I am to add that the Collector of Customs at this Port has not so far indicated in any way that he intends taking similar action to that proposed by the Calcutta Collector of Customs.—Yours, &c.,

C. H. CHETHAM,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd November 1906.

No. 999 OF 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge, with thanks, your communication of the 8th instant, covering a copy of a letter addressed by you to the Bengal Chamber on the subject of "fast colours" in imported cloth.

My Committee addressed a somewhat similar communication to the Bengal Chamber, a copy of which I beg to enclose herewith for your information.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
KARACHI, 6th December 1906.

No. 803.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge, with thanks, receipt of your letter of the 22nd ultimo, forwarding, for the information of this Chamber, copy of a letter addressed by your Chamber to the Bengal Chamber of Commerce *re* the proposed action by the Collector of Customs, Calcutta, in respect of piece-goods described as "fast colours."—Yours, &c.,

C. H. CHETHAM,
Secretary.

APPENDIX O.

ADULTERATION OF INDIAN WHEAT.

No. 3458 of 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 5th April 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward the accompanying copy of a letter from the Government of India, Nos. 1960-1964, dated 10th March 1906, and enclosures, and to request that Government may be favoured with the views of the Chamber on the point raised in paragraph 2 of the letter.—I have, &c.,

G. MONTEATH,
Under Secretary to Government.

Nos. 1960—1964.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Commerce and Trade).

To the SECRETARY to the GOVERNMENT of BOMBAY, MADRAS, BENGAL, Revenue Department, Financial Department

The CHIEF SECRETARY to the GOVERNMENT of the UNITED PROVINCES, PUNJAB.

CALCUTTA, the 10th March 1906.

SIR,—I am directed to forward a copy of certain correspondence * on the subject of the adulteration of Indian wheat, and of the measures which should be taken to secure the export of cleaner grain. After carefully considering the question the Government of India have arrived at the conclusion that, though the system of cultivation and the methods of preparation for the market involve the presence of a certain amount of impurity, the greater

* See Chamber's Report, 1905, p. 409.

portion of the foreign substances in wheat exported from India is deliberately introduced by dealers or shippers. This practice is due to the existing system under which the grain, whether clean or dirty, is sold in England on a fixed basis of refraction. The Chambers of Commerce are agreed that the remedy for the evil lies in the hands of the English buyers, who at present refuse to pay higher prices for clean wheat, and it is recognised that, until this system is discarded in favour of a more equitable arrangement, the English market will be supplied with wheat containing the maximum permissible percentage of impurities.

2. The Government of India appreciate the force of the argument that Indian interests suffer owing to the freight charges paid in respect of the foreign matter in dirty wheat, and owing to the restricted market for garbled grain in the United Kingdom; but they are of opinion that legislative measures framed with the object of checking preventible adulteration in India would seriously hamper trade, and would probably prove ineffectual as a practical remedy. It is also evident that no action on the part of the Government would be necessary if the existing system under which the grain is sold were altered. The Government of India trust that some equitable modification of the present system may be introduced; and, with the object of strengthening the position of a certain section of the English buyers, and of making the position of India in the matter clear, they propose to state authoritatively that wheat can be regularly supplied, containing not more than 2 per cent. of impurities. The two per cent. limit has been fixed on the authority of Dr. J. A. Voelcker, who, in paragraph 383 of his "Report on the Improvement of Indian Agriculture," expressed the opinion that there would be no difficulty whatever in supplying clean wheat on a basis of two per cent. refraction, as this percentage would, he estimated, cover the maximum amount of impurities due to natural causes.

3. Before making a definite announcement to this effect, however, the Government of India would be glad to have an explicit statement of the opinion of the commercial community on the point, and I am therefore to request that, with the permission of His Excellency the Governor in Council, / His Honour the Lieutenant-Governor the Bombay and Karachi / Madras / Bengal / Upper India / Punjab

Chamber(s) of Commerce and the local millers may be asked whether the announcement referred to could, in their opinion, safely be made.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1906.

No. 361 OF 1906.

The UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 3458, dated 5th April 1906, together with a copy of a letter from the Government of India, Nos. 1960-1964, dated 10th March 1906, and enclosures.

The subject referred to has already been fully dealt with in my Committee's letter of the 12th October last, but with reference to para. 2 of the Government letter above quoted, in which the views of the Chamber are desired, as to whether wheat could be regularly supplied containing not more than 2 per cent. impurities, I am directed to say that as regards Bombay wheat this low percentage of refraction would not cover the maximum amount of impurities due to natural causes.

The following explanation will elucidate the above statement:—

(*a*) The soft white wheat of the Central Provinces and Central India arrives in Bombay with from 4 to 6 per cent. of impurities; and can only be cleaned down to 3½ to 4 per cent. A lower percentage cannot be attained, as the wheat contains small particles of earth which sieve through and are not separable from the wheat. This admixture is chiefly brought about by the wheat being threshed on the bare earth, and therefore cannot be avoided until the cultivators adopt a cleaner method of threshing.

(*b*) The hard yellow wheat arrives with about 3 per cent. admixture, and can be cleaned down to 2¼ to 2½ per cent.

In both the soft and hard varieties, besides earth, there is generally also a mixture of other grains. This latter addition of impurities might be greatly reduced or even eliminated if the cultivators could be induced not to sow mixed crops, such as barley and wheat, mustard and wheat, gram and wheat, etc.

For the above stated reasons my Committee do not consider that the announcement referred to can be safely made, and they are of opinion that, under existing conditions, a somewhat higher percentage should be fixed, and that all wheat should be sold with mutual allowances as explained in their letter of the 12th October last.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 12039 OF 1906.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20th December 1906.

To the SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 361, dated 4th May 1906, regarding the adoption of measures for the improvement of the quality of Indian wheat exported to the United Kingdom, I am directed to forward, for the information of your Chamber, the accompanying copy of the Resolution of the Government of India, No. 8758-8765-56, dated 29th November 1906, on the subject.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

No. 8758-8765-56.

GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY.
(Commerce and Trade)

Calcutta, the 29th November 1906.

RESOLUTION.

In July 1905, the Right Hon'ble the Secretary of State for India, acting at the instance of certain Flour Millers' Associations in the United Kingdom, asked the Government of India to consider whether

any measures could be devised, with the co-operation of the commercial community, for the improvement of the purity of Indian wheat exported to foreign countries by sea. Though this question of the adulteration of Indian wheat had on several previous occasions received the careful consideration of the Government of India, it was decided, in view of the rapidly growing importance of the export trade, to consult the leading Indian Chambers of Commerce on the subject.

2. The Government of India were then disposed to think that the rigid adherence of English buyers to the system of purchase on a fixed basis of refraction was to a great extent responsible for the systematic adulteration—as opposed to the addition of impurities owing to the system of cultivation and the methods of preparation for the market—of wheat before it left India; and they therefore suggested that considerable improvement might be effected if Home dealers were authoritatively informed that there would be no difficulty in supplying clean wheat on a basis of two per cent. refraction, which would cover the maximum amount of impurities due to natural causes, and would preclude deliberate adulteration. The replies received from the Chambers of Commerce were, however, not sufficiently explicit on this point, and it was necessary again to consult them and the local millers in regard to this matter. It appeared to the Government of India that, if the existing system under which the grain is sold was altered, no action on their part would be necessary, and they therefore again proposed, with the object of strengthening the position of a certain section of English buyers who were known to be in favour of procuring cleaner wheat, to state authoritatively that wheat could be regularly supplied from India containing not more than 2 per cent. of impurities. The point specifically referred for opinion was whether this announcement could safely be made.

3. The replies received have been considered, and the Government of India now feel justified in announcing, for general information, that, if buyers of Indian wheat desire to obtain regular supplies containing not more than 2 per cent of impurities (that term covering all foreign matter other than food-grains), the mass of Indian Shipments can be made on that basis.

W. L. HARVEY,
Secy. to the Govt. of India.

APPENDIX P-1.

MIXING OF COTTON AND COTTON SEED.

No. 787 of 1906.

SURAT, 30th March 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—The Secretary of State having asked for information on the question of the mixing of different growths of cotton, I have the honour to enquire if your Chamber has any information on the following points:—

(1) Quantity and sources of cotton imported into Bombay (either by land or sea) in other than fully-pressed bales.

(2) The number of bales of cotton pressed in Bombay for export to foreign countries,—I have, &c.,

F. FLETCHER,
Deputy Director of Agriculture.

CHAMBER OF COMMERCE,
BOMBAY, 2nd April 1906.

No. 249 of 1906.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LTD.,

Bombay.

DEAR SIR,—My Committee direct me to forward you the accompanying communication, and to say they would be much obliged if your Association would be so good as to furnish the desired information to enable them to correctly reply to Mr. Fletcher's letter.—Yours, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION, LTD.

BOMBAY, 10th April 1906.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—With reference to the letter from the Deputy Director of Agriculture (No. 787 of 1906), forwarded by the Chamber of Commerce, the Directors of the Bombay Cotton Trade Association, Ltd., ask me to reply as follows :—

Para. 1.—The Bombay Cotton Trade Association, Ltd., have no statistics giving the amount of cotton "other than full pressed bales" imported into Bombay beyond the daily returns issued by the Chamber, but they would point out that a large proportion of the ½ pressed and 3/4 pressed bales imported into Bombay are used by the local Mills and not pressed for export.

Para. 2.—The Directors are of opinion that in recent years the amount of cotton pressed in Bombay for export has fallen off very considerably, due probably to those engaged in the Trade having had to pay heavy allowances in Europe on "Bombay pressed" shipments. The Association have no figures giving the amount pressed each year, but possibly the Press Agents would give them if asked by the Chamber.

As regards the question raised by the Secretary of State *re* the *mixing of different growths of cotton*, the Directors are of opinion it is much too big a question to reply to without first collecting detailed information on the subject from the cotton districts, embracing as it does :—

(1). mixing of different growths in the up-country factories as well as in Bombay ;

(2). transferring cotton by rail and carts from one district to another with the object of—

(*a*) obtaining a favourite station mark on the bales before despatching them to Bombay.

(*b*) mixing cotton from one district with cotton from another that has a better reputation for style and staple.

If the Director of Agriculture wishes to thoroughly investigate the matter, he should have enquiries made on the spot in the up-country cotton centres and collect statistics from the Railway Companies showing how much cotton is despatched by rail from one up-country station to another when, as is often the case, it cannot be required for the purpose of local consumption,—Yours, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 27th April 1906.
No. 337 OF 1906.

To the DEPUTY DIRECTOR of AGRICULTURE, BOMBAY,
Surat.

SIR,—I am directed to acknowledge receipt of your letter No. 787 of the 30th March, on the subject of mixing of different growths of cotton.

In reply to your first query, I am to say that no definite information is available regarding cotton in other than fully pressed bales, but it may be pointed out that a large proportion of the ½ pressed and ¾ pressed bales imported into Bombay are used by the local Mills and not pressed for export. Secondly, no reliable statistics can be quoted as to the number of bales pressed in Bombay for export to foreign countries, as many of the bales so pressed are merely those that had been opened here for sampling purposes, or that had burst in transit. And again such bales are not all exported to foreign countries, as many are used up locally. Further, Bombay pressed bales are not favourably received in the European markets, and therefore the cotton pressed in Bombay for export has fallen off in recent years to a very considerable extent. As a general rule the Bombay merchant prefers to have his cotton pressed up-country before it is forwarded to this Port.

As regards the mixing of different growths of cotton, my Committee consider this question to be too large a one to reply to satisfactorily without first collecting detailed information on the subject from the cotton districts, embracing as it does (*a*) the mixing of different growths in the up-country factories as well as in Bombay,

and (*b*) the transferring of cotton by rail and carts from one district to another with the double object of obtaining a favourable station mark on the bales before despatching them to Bombay, and also of mixing cotton from one district with that of another that has a better reputation for style and staple.

My Committee are of opinion that, for purposes of a thorough investigation, Government should have enquiries made on the spot in the up-country cotton centres, and collect statistics from Railway Companies showing how much cotton is despatched by rail from one up-country station to another, when, as it is often the case, it cannot be required for local consumption.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1353 of 1906.

SURAT, 17th May 1906.

To the SECRETARY, CHAMBER of COMMERCE.
Bombay.

SIR,—In continuation of our conversation of some time, I beg to give you the following information on the subject of admixture of cotton. I regret that I have been unable owing to indisposition to communicate this earlier.

2. Ever since I came to India some 2½ years ago I have had the question of admixture of cotton under constant observation, and I may say that, except to a small extent in the Ahmedabad and Dharwar Districts, I have never seen a field of cotton of Suratee Broach, Kumpta or saw-ginned Dharwar that contained more varieties of cotton than one. It may be taken for granted that the varieties grown in the Surat and Broach Districts at least are grown pure, and that any admixture that is found takes place after the kapas has left the cultivator's hands.

3. It has often been stated that the Suratee Broach crop is being grown mixed with Khandesh seed. Now nothing is easier than to distinguish the plants that produce these two growths, and I have never yet seen a Khandesh plant growing in a crop of Suratee Broach variety. During the past two years the Khandesh variety has been grown on a few acres round Surat, but it has been grown separately and not mixed with the local crop. I have this movement under careful observation and have advised the

ginners of Surat to gin the two varieties separately and to keep the seed separate, and have warned them of the serious consequences that would result to the whole district if the mixed seed is sown. The reason for the Khandesh variety being sown at all is that the particular fields sown with it will not grow the local variety.

4. I have now for the first time a sufficient establishment to make a detailed survey of the tract growing the Suratee Broach variety, and this survey I hope to make in the coming season.

5. The only crop in this Presidency that consists of more than one variety is the Khandesh growth ; its deterioration by external admixture is however impossible in most cases.

6. In this connection I should be much indebted if you would bring to my notice details of any specific instance of the arrival of cotton in Bombay that is considered to have been grown from mixed seed, stating the station at which it was placed on the railway, &c. I shall then make special field enquiries in surrounding villages.

7. Further it would be most helpful to me if you could give me a rough sketch of the reputation of the various stations in respect of admixed cotton.

8. Finally if in the annual reports of the Millowners' Association and Cotton Trade Association there was embodied a review of the *quality* of the cotton coming from the various districts into the Bombay market, the information would be invaluable to me in keeping under observation the tendency to spread shown by the coarse but hardy and prolific varieties like Khandesh. Any station that had earned a specially bad name during the year might be mentioned so that special enquiry could be instituted.

9. I should be much indebted if you would communicate the contents of this letter to the above mentioned Associations.

10. Any further information on the subject that I have I shall be glad to communicate on hearing from you.

11. On the admixture of kapas or cotton after it leaves the field, I have not commented as being foreign to the purpose of this note which is concerned only with the purity of seed. I am however making enquiries on this subject also.—I have, &c.,

FRED. FLETCHER,
Deputy Director of Agriculture.

CHAMBER OF COMMERCE,

BOMBAY, 2nd June 1906.

No. 472 OF 1906.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LTD.,

Bombay.

DEAR SIR,—I am directed to forward for your information the accompanying copy of a letter received from the Deputy Director of Agriculture, Surat, regarding the admixture of cotton in the field. My Committee will be obliged by your kindly favourin them with your views, more especially in connection with paras. 6, 7, and 8 of the Director's letter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 2nd June 1906.

No. 471 OF 1906.

The SECRETARY, MILLOWNERS' ASSOCIATION,

Bombay.

DEAR SIR,—I am directed to forward for your information the accompanying copy of a letter recently received from the Deputy Director of Agriculture, Surat, regarding the admixture of cotton in the field. My Committee will be obliged by your kindly favouring them with your views on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 2nd June 1906.

No. 473 OF 1906.

To the DEPUTY DIRECTOR of AGRICULTURE,

BOMBAY PRESIDENCY,

Surat.

SIR,—I am directed to acknowledge receipt of your letter No. 1353 of the 17th May, regarding the admixture of cotton in the field, and to thank you for the very interesting information you have

given. Copies of your letter have been forwarded to the Millowners' Association, and the Cotton Trade Association, and on hearing their views, my Committee will further communicate with you on the subject.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 6th July 1906.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—My Directors have given their careful attention to the letter you forwarded them from the Deputy Director of Agriculture, Surat, regarding the admixture of cotton and cotton seed. They premise their remarks on the subject by pointing out that the Deputy Director of Agriculture's attention is naturally, almost entirely rivetted, first on the mixture of various descriptions of kapas at the gins, and the resulting mixture of seed, and secondly on the sowing of this mixed seed, while the attention of this Association and of the mercantile community in general is mainly directed to the *admixture of the Fibre* of various descriptions firstly at the gins, and secondly the further mixture of various descriptions which takes place at the presses. It must not, however, be supposed that the importance of the mixing of seed is lost sight of or disregarded, but as this takes place in a large number of markets in the interior and at remote villages, it is impossible for the merchants of Bombay to exercise any influence in checking such mixture, the more so as every ryot and petty trader in the interior is free to take his produce to the market where he can realize the best price.

As regards the sowing of mixed seed, the mercantile community of this City know very little of what goes on in the fields, and any influence which they can exert can scarcely make itself felt at such distant points. It is for this reason that the Mercantile community feel that where their influence ceases, the village authorities and the Agricultural Department should step in to check the sowing of mixed seed, commence the work of improvement, and carry it to a successful issue.

The Directors are pleased to learn from paras. 2 and 3 that the Deputy Director of Agriculture has not met with instances of plants of different varieties growing side by the side in the same field. This apparently shows that the ryot is alive to the importance of sowing pure seed of only one variety and that he makes arangements for pure seed for sowing. It would be interesting to ascertain from the ryots what arrangements they make, and whether they are careful not to buy mixed seed from gin factories, for sowing purposes.

In reply to para. 6 it would be quite impossible for any one to say definitely whether the mixed lot of cotton is the growth from mixed seed, as distinct from cotton that has been mixed when passing through the gins or in a press house.

As regards para. 7, the following are some of the markets where cotton is freely mixed, *viz*:—

Malkapur, Akola, Shegaon, Khamgaon, Murtizapur, Karanja, Khandwa, Broach (mixed with Khandeish), Indore, Parbani, Barsi, Hubli and Gadag, in fact at all such stations where cotton is considered of superior quality generally and accordingly commands a high price.

In conclusion, I am to inform you that no such review as is indicated in para. 8 of the letter of the Deputy Director of Agriculture, is prepared regarding the crop of the past year, as the subject is so extensive and so varied that it would be impossible to deal with it in a concise annual report.

However the Directors would be glad to submit annually a memorandum of any special cases that might occur during the year.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 14th July 1906.

No. 628 OF 1906.

The DEPUTY DIRECTOR of AGRICULTURE,
BOMBAY PRESIDENCY,
Surat.

SIR,—I am directed to acknowledge with thanks your valuable communication, No. 1353 of the 17th May last, on the subject of

admixture of cotton and cotton seed. The delay in replying has been unavoidable, as my Committee considered it advisable to place your interesting information before the Millowners, and Cotton Trade Associations, before giving any opinion on the matter.

While it is natural that the Agricultural Department's attention should be drawn chiefly to the various descriptions of kappas at the gins and the resulting mixture of seed, as also to the sowing of this mixed seed, the attention of the Chamber and of the mercantile community in general has been mainly directed to the admixture of the various fibres, firstly at the gins, and secondly the further mixture of various descriptions which takes place at the presses. It must not, however, be supposed that the importance of the mixing of seed is lost sight of or disregarded, but as this takes place in a large number of markets in the interior, and at remote villages, it is impossible for the merchants of Bombay to exercise any influence in checking such mixture, the more so as every ryot and petty trader in the interior is free to take his produce to the market where he can realize the best price.

As regards the sowing of mixed seed, the mercantile community of this City know very little of what goes on in the fields, and any influence which they can exert can scarcely make itself felt at such distant points. It is for this reason that my Committee feel that where the mercantile influence ceases, the village authorities and the Agricultural Department should step in to check the sowing of mixed seed, and initiate and carry out to a successful issue purer methods of cultivation.

My Committee are pleased to learn from paras. 2 and 3 that you have not met with instances of plants of different varieties growing side by side in the same field. This apparently shows that the ryots are alive to the importance of sowing pure seed of only one variety; and it would be interesting to ascertain from the ryots what arrangements they make for procuring seed, and whether any is obtained direct from ginning factories.

In reply to para. 6 my Committee consider that it would be quite impossible for any one to say definitely whether a mixed lot of cotton is the growth from mixed seed, as distinct from cotton that has been mixed when passing through the gins, or presses.

As regards para. 7 the following are some of the markets where cotton is freely mixed, *viz* :—

Malkapur, Akola, Sheagon, Khamgaon, Murtizapur, Karanja, Khandwa, Broach (mixed with Khandeish), Indore, Parbani, Barsi, Hubli, Gadag, and in fact in all such stations where cotton is considered of superior quality and of higher value.

In conclusion, I am to inform you that no such review as is indicated in para. 8 of your letter, is prepared regarding the crop of the past year, as the subject is so extensive and so varied that it would be impossible to deal with it in a concise annual report. However my Committee will endeavour to submit annually a memorandum of any special cases that might occur during the year.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2075 OF 1906.

POONA, 20th July 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge with thanks receipt of your letter No. 628, dated 14th July 1906, and the information contained therein. The points you mention will receive special attention when I return from leave in October.—I have, &c.,

F. FLETCHER,
Deputy Director of Agriculture.

APPENDIX P-2.

AMERICAN COTTON BOLL WEEVIL.

No. 3280 OF 1906.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 31st March 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to invite a reference to the Resolution passed at the Agricultural Conference held in Bombay in February 1906 to the effect that the Conference was of opinion that Government

should take steps to minimise the danger of the introduction of American Cotton Boll Weevil into India. An extract from the proceedings of the Conference as reported in the *Times of India* of 6th February 1906 is appended. In his letter No. A-599, dated 31st January 1906, the Director of Agriculture reports that it is possible to disinfect all American seeds imported at the principal ports in India and destroy the weevil by fumigation with bisulphide of carbon, and suggests that legislation may be undertaken to assume this power. I am to forward a copy of the Director's letter, and to request that Government may be favoured with the views of the Chamber on the subject at an early date.—I have, &c.,

G. MONTEATH,
Acting Under Secretary to Government.

No. A/599 of 1906.

Poona, 31st January 1906.

To the Secretary to Government,
Revenue Department,
Bombay.

Sir,—I have the honour to invite the attention of Government to the spread of the Cotton Boll Weevil throughout America, and to the enormous damage which it is capable of causing to the cotton crop.

2. An account of this pest is contained in a Bulletin lately issued by the United States Department of Agriculture.

The Mexican Cotton Boll Weevil by W. D. Hunter and W. E. Hinds. Bulletin 51.

3. In an article in *Nature* of the 11th January 1906 (pages 257-258) it is stated that :—

" The Mexican weevil has the unique record of developing in less than twenty years from an obscure species into a great pest.

" Dissemination takes place in cotton in bales and that sent for 'ginning.' Shipments of seeds are said to be almost certain to carry weevils if coming from infested areas."

4. The danger of its being carried to India by consignments of cotton seeds for experimental cultivation is very considerable. Since however such consignments are neither numerous nor large and it is possible to disinfect the seeds and destroy the weevil by fumigation with bisulphide of carbon, arrangements could be made if legal authority existed, to take this precaution in regard to all American seed imported at the principal ports. It is scarcely necessary to refer to the example of the Continental legislation against the phylloxera and other pests as a precedent for such action.

5. I have the honour to suggest that the question of legislation to assume this power may be considered at an early date.—I have, &c.,

H. S. LAWRENCE,
Director of Agriculture.

Extract from the proceedings of the Agricultural Conference reported in the "Times of India" of February 6th, 1906.

Introduction of American Cotton.

The Hon'ble Mr. Vithaldas D. Thackersey had put a question directing the attention of the Government to the danger of the introduction of the American Cotton Boll Weevil into India, and asked whether there was any information available on the subject.

Mr. Lefroy stated that it had been estimated that the damage done to the cotton crop in the United States by the pest came to about fifty per cent. He also found from an official report that, if the American cotton seed was imported, there was nothing whatever to prevent the pest being carried to a long distance on board the ship.

The Hon'ble Mr. Vithaldas said in view of the information given to them by Mr. Lefroy it was necessary that the Government should take some steps by which this danger of introducing the pest could be minimised. He thought the hands of the Agricultural Department must be strengthened by legislative or some other measures. As this was a very important question he would move a Resolution that the Conference was of opinion that the Government should take such steps as they might consider necessary to minimise the danger of the introduction of American Cotton Boll Weevil into India.

Mr. D. E. Watcha seconded the Resolution.

Mr. Lawrence said the subject had been considered by the Egyptian Government who last year issued a proclamation prohibiting the importation of American seed altogether.

The Chairman said it seemed to him that the contingency which Mr. Vithaldas wished them to consider was somewhat remote. He did not know if there was any likelihood of anything like an extensive trial being given to the American cotton. If any contingency of that kind however arose in future the desirability of taking the steps suggested by Mr. Vithaldas ought to be considered.

Mr. Fletcher said he had introduced a variety of American cotton seeds sometime ago after careful fumigation and disinfection.

Mr. Kemball suggested that the question of disinfection be extended to all kinds of seeds imported into this country.

The Chairman said he did not wish it to be understood, by what he had said, that the Government would necessarily oppose the Resolution.

Mr. Karandikar was of opinion that no case had been made out for the Resolution proposed by Mr. Vithaldas.

Mr. Vithaldas amended his Resolution by adding the words "and all other diseases" after the words "cotton boll weevil."

The Resolution was carried *nem con.*

CHAMBER OF COMMERCE,

BOMBAY, 12th April 1906.

No. 305 OF 1906.

The ACTING UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3280 of the 31st March last with accompaniments, regarding the danger of the introduction of the American Cotton Boll Weevil into India.

In reply I am to say that my Committee approve of your suggestion to arrange for the destruction of the said Weevil by fumigation of the Cotton Seed with Bisulphide of Carbon, provided this method

has already been proved to be efficacious for the purpose, and does not injure the ultimate germination of the seed itself. They would like, however, to know whether any experiments have been tried in India; and with what results, as they feel it would be hazardous to legislate without a definite scientific decision on so important an issue. But assuming that Government are in possession of reliable information on the subject, my Committee favour the idea of legislation being undertaken on the lines indicated.—have, &c.,

" J. B. LESLIE-ROGERS,
Secretary.

APPENDIX P-3.

A ROVING COTTON COMMISSION SUGGESTED.

MILLOWNERS' ASSOCIATION,
BOMBAY, 21st June 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by my Committee to submit for your consideration the following scheme for the formation of a Roving Commission to enquire into the adulteration and deterioration of Indian cotton forwarded to Bombay for export or local use.

The increasing adulteration of Indian cotton and the consequent lowering of prices, have of late years attracted the serious attention of all concerned in the Cotton Trade of this country; and it is felt that the time has come when this important question should be exhaustively enquired into by both the Commercial Community and the Government of India. In the opinion of the Millowners' Association strong remedial measures are urgently called for; but it is realised that before any useful action can be taken, it will be necessary to have at hand far more exact information than is available at present.

It is thought that the first step in this direction should be the formation of a Rvoing Commission, composed partly of Government

officials, preferably of the Agricultural Department, and partly of expert representatives of the Mercantile Community of Bombay. Two officials and two non-officials would, it is believed, be sufficient for the purpose.

The duties of the Commission would be as follow:—

(*a*) To travel in Central and Western India over the area which supplies cotton to the Bombay local and export markets.

(*b*) To report on the actual condition of the cotton crop in the field, examining whether the pure and indigenous variety of each district is grown by itself or whether inferior varieties from other localities are grown with the indigenous cotton ? In the latter case whether two or more kinds are grown promiscuously in one field, or each kind in a separate field.

(*c*) Whether the practice of mixed cultivation is on the increase and deliberately carried out with the object of passing off an inferior for a superior quality.

(*d*) To name the districts where this objectionable practice is most in vogue and find out from where such districts procure their infeior seed.

(*e*) Whether the mixing of seed takes place at the hands of the cultivator, or in ginning factories where various qualities of cotton are ginned without regard to the ultimate destination of the seed.

(*f*) Whether adulteration is due to the mixing of seed or to the mixing of various qualities of cotton, or both ?

(*g*) Whether the present belief is correct that the high grades of Surat and Broach are steadily deteriorating by the practice of mixing inferior cotton with them.

(*h*) Whether this mixing of different cottons is done by cultivators or subsequently by the traders.

(*i*) Whether any practical measures can be put in force to prevent the mixture of seed, in the field and in ginning factories and of cotton when packed for the market.

(*j*) Whether it would be advisable to move Government to legislate to put a stop to these practices?

There is a growing feeling among the Members of the Millowners Association in favour of such a Commission, and it is proposed to support it with a special grant of money. But as the Commission would require a lengthy period to fully investigate all aspects of the question, and would deal with matters of public concern, it is considered that this Association alone should not undertake so important a move. I have therefore been desired to invite the co-operation of the Chamber of Commerce and the Cotton Trade Association in subscribing funds, and making a united representation to Government, whose sympathy and pecuniary assistance will be necessary to make the Commission a real success.

In framing an estimate of the cost of the Commission, it is necessary to consider the salaries of the two non-official members, as well as the travelling expenses of the whole Commission. With regard to the latter, Government might be requested to grant the privilege of free passes over all Railway lines the Commission may utilise in their sphere of action. This would very materially reduce the actual amount of the fund that would have to be subscribed. Government might also be asked to contribute half, or one-fourth of the actual expenditure incurred, the balance being borne equally by the three subscribing bodies.

Should the scheme meet with your approval and that of the Cotton Trade Association, a joint Sub-Committee of two members from each body would be appointed to consider all details, and to draft a representation on the matter to Government. It is, however, understood that in the event of Government not favouring our proposals, the scheme in its present form will necessarily be dropped.

In conclusion my Committee trust you will be good enough to favour them with an early expression of the Chamber's views, as it is necessary, if a thorough investigation is desired, that the Commission should take up its duties as soon as possible so as to follow the various stages of the cotton crop from the field to the market.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 28th June 1906.

No. 572 OF 1906.

The SECRETARY, MILLOWNERS' ASSOCIATION,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your communication, dated 21st instant, referring to a Scheme for the formation of a Roving Commission to enquire into the adulteration and deterioration of Indian cotton forwarded to Bombay for export and local use.

My Committee have carefully considered the proposition and are of opinion that no definite action can be taken until the whole scheme is discussed in detail. They therefore propose that a Sub-Committee be formed for this purpose composed of two or more representatives from each of the three bodies concerned. When the report of this Sub-Committee is placed before the Chamber, my Committee will be in a position to decide how far they can support the scheme. Mr. H. Courtenay Wright and Mr. F. W. Bickel have been nominated to represent the Chamber on the said Sub-Committee.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 10th October 1906.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—The question of the adulteration and deterioration of Indian cotton has occupied the attention of our respective Associations for some time past, and with a view to seeing whether anything could be done to improve matters, a small Sub-Committee, consisting of three members from each Association, was appointed to go into the question thoroughly and to report to our Associations what they considered would be the best course to adopt. That Committee has met and exhaustively discussed the matter, and the conclusions they have come to, and which have been accepted by our Associations, are as follows, and we would ask you to lay them before His Excellency the Governor in Council for his careful consideration :—

1. It is an undoubted fact that the mixing of cotton exists throughout India, and that the only real remedy appears to be

legislation. In view, however, of the result of former legislation, and the abuses which crept into the administration of the Cotton Frauds Act and which led to its ultimate repeal, our Associations are generally averse to advocating legislation, and are of opinion that a re-enactment of legislation on similar lines would have much the same result now, unless it could be introduced on improved and more modern lines, which would provide safeguards against vexatious interference with the legitimate claims of both the cotton cultivators and traders.

2. Our Associations are therefore of opinion that outside legislation, the Agricultural Department is that which could render the most valuable and most practical assistance in bringing about an improvement of the present state of things, and they consider that the scope of the Department might, with advantage, be extended so as to bring it into touch with the various stages of cotton cultivation and its preparation for the market. If this meets with the approval of Government they would further recommend that a small Advisory Committee, consisting of two representatives from each of our Associations, should be appointed, whose function would be to collect useful information and generally advise the Agricultural Department in matters connected with cotton production, and thus serve as a connecting link between the trade and that Department.

3. Our Associations would therefore be glad to know whether His Excellency the Governor in Council approves of the above suggestion and would be willing to officially recognise such a Committee.—We have, &c.,

H. E. E. PROCTER,
Chairman,
Bombay Chamber of Commerce.

VITHULDAS DAMODHER THACKERSEY,
Chairman,
Bombay Millowners' Association.

D. H. GLADE,
Chairman,
Bombay Cotton Trade Association, Ld.

No. 9878 OF 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 19th October 1906.

To the HON'BLE MR. H. E. PROCTER,

CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of the letter, dated 10th instant, addressed by you and the Chairmen, Bombay Millowners' Association, and Bombay Cotton Trade Association, to the Secretary to Government, General Department, on the subject of improvement of Indian cotton, and to state that the letter will receive the attention of Government.—I have, &c.,

E. G. TURNER,
Acting Under-Secretary to Government.

No. 10883 OF 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 16th November 1906.

To the HON'BLE MR. H. E. E. PROCTER,

CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the letter, dated 10th October 1906, addressed by you and the Chairmen, Bombay Millowners' Association, and Bombay Cotton Trade Association, on the subject of improvement of Indian cotton, I am directed to inform you that, as at present advised, Government are unable to accept, as correct, the view expressed in the first sentence of the conclusion of the Sub-Committee, numbered 1, that the only real remedy for the injurious mixing of cotton appears to be legislation, and that definite information given by the Department of Agriculture and published by Government seems to point the other way.

2. With regard to paragraph 2 of the conclusion of the Sub-Committee, I am to state that the information of Government, which has not yet been contradicted, is that mixing of cotton is a trade operation and not practised by the cultivator, and that Government at present, therefore, doubt whether the Agricultural Department can do much to effect any material improvement as regards adulteration. The improvements which can be effected by the agency of the Department are probably limited to the introduction of superior varieties, *e.g.*, Egyptian Cotton in Sind, and the breeding of superior varieties by selection and hybridisation, the distribution of superior seed, the demonstration, it may be, of the possibility of cultivating profitably the superior cottons by means of irrigation, the increase of outturn by means of suitable methods of cultivation, rotation, and manures and similar measures.

3. I am to add that although these are the present views of Government, they cordially welcome any practicable means of bringing the Agricultural Department into close touch with the trade. It is not understood in what points it is expected to bring the Department into closer touch with the various stages of cotton cultivation. In these respects Government conceive that the touch of the Department is already as close as it well could be. How far the Department could with advantage be put in close touch with the operations of preparing cotton for market is a matter for consideration. But in any case Government have much pleasure in recognising the proposed Committee as an authoritative advising body, and will instruct the Director of Agriculture to correspond with it direct, to confer with it when necessary, to take full advantage of the information and advice it may offer, to arrange in consultation with the Committee such inquiries and experiments, and undertake or propose to Government such measures as may be shown to be conducive to the ends which the Committee and Government alike desire to attain, namely, improvement in the cultivation of cotton, and the checking of the adulteration of the pure product. Any representations which may be made by the Committee to Government will always receive attentive consideration.—I have, &c.,

E. G. TURNER,

Acting Under-Secretary to Government.

No. 1022 OF 1906.

CHAMBER of COMMERCE,

BOMBAY, 29th November 1906.

The ACTING UNDER-SECRETARY to GOVERNMENT,

REVENUE DEPARTMENT,

Bombay.

SIR,—I have the honour to acknowledge your letter No. 10883 the 16th instant, and to convey the thanks of my Committee for the assurances given of the readiness of Government to work with the proposed Advisory Committee.

Your letter is now being considered by the Bombay Millowners' and Cotton Trade Associations, and as soon as their views are ascertained, the names of the members forming the Advisory Committee will be submitted to Government.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX Q.

EXPERIMENTS IN THE CULTIVATION OF RUBBER.

KANARA DISTRICT.

No. 7084 of 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 25th July 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward, for your information, copies of the papers noted in the margin in connection with the proposed experiments in the cultivation of rubber in the Kanara District.—I have, &c.,

Press Note No. 3011, dated 26th March 1906.
Government Resolution No. 4877, dated 18th May 1906.
Government Resolution No. 7083, dated 25th July 1906.

G. MONTEATH,
Under-Secretary to Government.

No. 3011 of 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 26th March 1906.

Press Note.

At the Industrial Agricultural Exhibition held in Bombay in December 1904, Colonel Wyllie, Cantonment Magistrate of Belgaum, exhibited certain specimens of rubber grown within the Cantonment of Belgaum, and Mr. Ryan, who was in charge of the Forest Section of the Exhibition, suggested that, in view of the great demand for rubber in the market, some steps might be taken to introduce rubber plantation experimentally in the Southern Circle, adding that experiments were being made in the nursery in the Central Thana District. The Conservators of Forests were consulted, and on consideration of their reports and of the resolution passed at

the recent Agricultural Conference held in Bombay, Government have decided that arrangements should be made for the starting of experiments in the cultivation of rubber plants, both in the Southern and Northern Circles and in the garden of Economic Botany which is about to be established in Bassein.

2. For the Northern Circle, Mr. Ryan has been requested to prepare and submit, under the direction of the Conservator, a scheme for the plantation of *Ficus elastica*, and experiments to ascertain the yield of rubber and its commercial value, and to suggest other rubber plants which he may consider likely to show good results. For the Bassein Garden of Economic Botany, Mr. Gammie has been asked to prepare a scheme of experiment on a smaller scale in numerous rubber-yielding plants, with the object of ascertaining which are the most likely to succeed in the Coast Districts of this Presidency.

3. For the Southern Circle, orders have been given for the preparation of a scheme for experimental plantation, more particularly *Hevea*, in one or more localities, under the direction of the Conservator, by an officer best fitted for the purpose. It has been directed that full information should be obtained of similar work which is being done in Ceylon, Burma and Tennaserim and that the schemes of experiment should be prepared with due regard to economy, beginning on a comparatively small scale, with provision for expansion. The plantations in Kanara will be the most extensive, and will be under the supervision of a Forest Officer best qualified for the work.

Rubber.

Experiments in the cultivation of—

No. 4877.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 18th May 1906.

Extract paragraphs 1—8 of the letter from the Conservator of Forests, S. C., No. 887, dated 25th April 1906:—

"With reference to Government Resolution No. 3010, dated 26th ultimo, I have the honour to inform you that I am ordering the Divisional Forest Officers, Kanara, S. D. and W. D., to select sites for two experimental plantations of *Hevea braziliensis* of

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1906.—contd.

QUOTATIONS.	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.	Week ending 27th July.	Week ending 3rd August.	Week ending 10th August.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.	Week ending 7th September.	Week ending 12th September.	Week ending 21st September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.	Week ending 19th October.	Week ending 26th October.	Week ending 2nd November.	Week ending 9th November.	Week ending 16th November.	Week ending 23rd November.	Week ending 30th November.	Week ending 7th December.	14
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	
On England Bank Bills, Tel. Transfer ...	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 $\frac{1}{64}$d.	1s.
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,, ,, ,, 3 m'ths' ,,	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s.
First Class Credits ... ... 3 ,, ,,	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s.
,, ,, ... 6 ,, ,,	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s.
Documents ... ... 3 ,, ,,	1s. 4$\frac{1}{16}$d.	1s. 4$\frac{1}{16}$d.	1s. 4$\frac{1}{16}$d.

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1906.—contd.

	Week ending 6th July.	Week ending 13th July.	Week ending 20th July.	Week ending 27th July.	Week ending 3rd August.	Week ending 10th August.	Week ending 17th August.	Week ending 24th August.	Week ending 31st August.	Week ending 7th September.	Week ending 12th September.	Week ending 21st September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.	Week ending 19th October.	Week ending 26th October.	Week ending 2nd November.	Week ending 9th November.	Week ending 16th November.	Week ending 23rd November.	Week ending 30th November.	Week ending 7th December.	Week ending 14th December.	Week ending 21st December	Week ending 28th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
Sight	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.
ds' ,,	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
,, ,,	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 15/32d.	1s. 4 13/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.
,, ,,	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
,, ,,	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-70	1-72	1-72	1-72	1-74	1-74
,, ,,	100	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32
0 Dollars	Rs. a. p. H. 153 0 0	Rs. a. p. 154 8 0	Rs. a. p. 154 0 0	Rs. a. p. 154 0 0	Rs. a. p. 154 0 0	Rs. a. p. 154 8 0	Rs. a. p. 155 0 0	Rs. a. p. 157 0 0	Rs. a. p. 157 0 0	Rs. a. p. 160 0 0	Rs. a. p. 162 0 0	Rs. a. p. 161 0 0	Rs. a. p. 161 0 0	Rs. a. p. 163 0 0	Rs. a. p. 163 8 0	Rs. a. p. 165 0 0	Rs. a. p. 167 0 0	Rs. a. p. 167 12 0	Rs. a. p. 167 0 0	Rs. a. p. 168 0 0	Rs. a. p. 167 0 0	Rs. a. p. 165 0 0	Rs. a. p. 162 0 0	Rs. a. p. 162 0 0	Rs. a. p. 162 0 0	Rs. a. p. 162 0 0
0 Tools	S. 213 0 0	213 8 0	213 0 0	213 0 0	212 0 0	212 0 0	213 0 0	215 0 0	215 0 0	213 0 0	220 0 0	219 0 0	220 0 0	220 0 0	220 0 0	224 0 0	228 0 0	226 0 0	228 0 0	230 0 0	228 0 0	225 0 0	222 0 0	222 0 0	221 0 0	228 0 0
0 Yens	J. 150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8 0	150 8 0	150 4 0	150 4 0	150 4 0	150 4 0	150 4 0	149 0 0	148 12 0	148 12 0	148 4 0	148 8 0
,,	24 1 6	24 2 0	24 el 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 6	24 1 0	24 1 0	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	23 15 6	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0
,,	15 4 0	15 4 0	15 4 0	15 4 0	15 3 9	15 3 9	15 4 0	15 3 0	15 2 6	15 2 6	15 2 6	15 2 9	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6
,,	76 15 0 Rdy.	76 12 0 Rdy.	76 10 0 Rdy.	76 8 0 Rdy.	76 4 0 Rdy.	76 14 0 Rdy.	77 8 0 Rdy.	78 2 0 Rdy.	78 1 0 Rdy.	79 14 0 Fwd.	79 15 0 Rdy.	79 7 0 Rdy.	79 15 0 Rdy.	80 8 0 Rdy.	81 8 0 Rdy.	82 0 0 Rdy.	81 8 0 Rdy.	83 4 0 Rdy.	83 12 0 Fwd.	83 12 0 Fwd.	81 8 0 Rdy.	79 11 0 Rdy.	79 2 0 Rdy.	80 14 0 Rdy.	81 9 0 Rdy.
,,	76 2 0 Fwd.	76 6 0 Fwd.	76 12 0 Fwd.	77 6 0 Fwd.	76 2 0 Fwd.	76 12 0 Fwd.	77 8 0 Fwd.	78 5 0 Fwd.	78 6 0 Fwd.	79 14 0 Fwd.	80 4 0 Fwd.	80 0 0 Fwd.	81 0 0 Fwd.	80 9 0 Fwd.	81 8 0 Fwd.	82 4 0 Fwd.	81 14 0 Fwd.	83 4 0 Fwd.	83 12 0 Fwd.	83 12 0 Fwd.	82 8 0 Fwd.	81 14 0 Fwd.	80 7 0 Fwd.	80 2 0 Fwd.	81 10 0 Fwd.	82 4 0 Fwd.
60 days'																										
... ...	5 per cent.	4 per cent.	3½ per cent.	3¾ per cent.	3¾ to 4 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 per cent.	6½ per cent.	6½ per cent.	7 per cent.	7½ per cent.	8 per cent.	9 per cent.	10 per cent.	10½ per cent.	10½ per cent.	10½ per cent.
on Gov-	5 ,,	4 ,,	3 ,,	3 ,,	3 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	6 ,,	6 ,,	7 ,,	8 ,,	8 ,,	9 ,,	9 ,,	9 ,,
Govern-	4 ,,	3½ ,,	3 ,,	3 ,,	3½ ,,	4 ,,	4 ,,	4 ,,	3½ ,,	4 ,,	4 ,,	4½ ,,	4 ,,	4 ,,	3½ ,,	4 ,,	4 ,,	4½ ,,	4 ,,	5 ,,	5 ,,	7 ,,	8 ,,	9 ,,	9 ,,	9 ,,
... ...	Rs. 98 6 0	Rs. 98 3 0	Rs. 97 5 0	Rs. 97 6 0	Rs. 97 5 0	Rs. 97 2 0	Rs. 97 2 0	Rs. 97 3 0	Rs. 97 5 0	Rs. 97 7 0	Rs. 97 5 0	Rs. 96 15 0	Rs. 96 14 0	Rs. 96 14 0	Rs. 97 0 0	Rs. 97 0 0	Rs. 96 15 0	Rs. 97 1 0	Rs. 96 13 0	Rs. 96 3 0	Rs. 96 0 0	Rs. 95 7 0	Rs. 95 0 0	Rs. 95 1 0	Rs. 95 5 0	Rs. 95 2 0
... ...	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 86 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 0	,, 85 0 nml.	,, 85 0 0 nml.	,, 84 0 0	,, 84 0 0	,, 84 0 0	,, 84 0 0	,, 84 0 0	,, 83 8 0
... ...	,, 1,00,000	,, 1,00,000	,, 3,50,000	,, 50,000	,, 1,08,000	,, 5,81,000	Nil	,, 8,000	,, 18,000	,, 2,000	Nil	,, 12,000	Nil	Nil	Nil	Nil	Nil	Nil	,, 33,000	,, 7,000	,, 2,000	,, 14,75,000	,, 7,45,000	,, 17,500	Nil.	Nil.
adon to	Nil.	,, 7,900	Nil.	,, 1,00,000	Nil.	,, 29,000	,, 5	,, 80,000	Nil	,, 91,200	,,	Nil	,,	Rs. 50,000	,,	Rs. 2,00,000	,,	Rs. 50,000	,, 3,25,000	,, 54,000	,, 4,25,000	,, 5,75,000	,, 2,25,000	Nil.	Rs. 9,000	,,
... ...	Rs. 3 13 0	Rs. 3 13 0	Rs. 3 13 0	Rs. 3 13 0	Rs. 3 13 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 14 0	Rs. 3 14 6	Rs. 3 14 6	Rs. 3 14 6	Rs. 3 14 6	Rs. 3 14 6	Rs. 3 14 6	Rs. 3 15 0	Rs. 3 15 0	Rs. 3 15 0	Rs. 3 15 0
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... ...	As. 10½ to 11	As. 10½ to 11	As. 10½ to 11	As. 10½ to 11	As. 10½ to 11	As. 10½ to 10¾	As. 10¼ to 10¾	As. 10½ to 10¾	As. 10¼ to 10¾	As. 10¼ to 10¾	As. 10¼ to 11¼	As. 10½ to 10¾	As. 10½ to 10¾	As. 10½ to 11¼	As. 10½ to 11¼	As. 10½ to 11	10½ to 11¼	As. 10¾ to 11	As. 10¾ to 11	As. 10¾ to 11	As. 10¾ to 11	As. 10¾ to 11	As. 10¾ to 11	As. 11 to 11¼	As. 11 to 11¼	As. 11 to 11¼
... ...	9¼ to 9½	9¼ to 10	9¼ to 10	9¼ to 10	9¼ to 10	9¼ to 10	9¼ to 10	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	9¼ to 9¾	10 to 10¼	10 to 10¼	10 to 10¼	10 to 10¼	10 to 10½	10 to 10½	10 to 10½	10 to 10½	10¼ to 10¾	10¼ to 10¾	10¼ to 10¾
... ...	Rs. 75 0 0	Rs. 72 12 0	Rs. 72 0 0	Rs. 72 4 0	Rs. 74 0 0	Rs. 74 4 0	Rs. 74 4 0	Rs. 74 4 0	Rs. 75 12 0	Rs. 75 4 0	Rs. 75 12 0	Rs. 75 12 0	Rs. 75 12 0	Rs. 77 8 0	Rs. 80 4 0	Rs. 82 0 0	Rs. 81 0 0	Rs. 80 8 0	Rs. 80 4 0	Rs. 82 8 0	Rs. 82 8 0	Rs. 82 8 0	Rs. 82 8 0	Rs. 83 8 0	Rs. 88 8 0	Rs. 88 8 0
lb.) ...	,, 55 0 0	,, 54 8 0	,, 55 0 0	,, 55 12 0	,, 55 12 0	,, 56 12 0	,, 56 12 0	,, 56 12 0	,, 56 12 0	,, 56 4 0	,, 56 12 0	,, 56 12 0	,, 57 4 0	,, 58 8 0	,, 60 4 0	,, 62 0 0	,, 61 8 0	,, 61 8 0	,, 61 12 0	,, 61 8 0	,, 61 12 0	,, 62 4 0	,, 61 12 0	,, 62 4 0	,, 64 0 0	,, 64 4 0
... ...	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 12 0	,, 33 0 0	,, 33 0 0	,, 33 0 0	,, 34 8 0	,, 34 8 0	,, 34 8 0	,, 36 0 0	,, 37 0 0	,, 37 8 0	,, 38 0 0	,, 39 0 0	,, 38 8 0	,, 39 0 0	,, 38 0 0	,, 39 0 0	,, 38 0 0	,, 37 8 0	,, 37 8 0
... ...	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 0 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 12 0	,, 33 0 0	,, 33 0 0	,, 33 0 0	,, 34 8 0	,, 34 8 0	,, 34 8 0	,, 36 0 0	,, 37 0 0	,, 37 8 0	,, 38 0 0	,, 39 0 0	,, 38 8 0	,, 39 0 0	,, 38 0 0	,, 39 0 0	,, 38 0 0	,, 37 8 0	,, 37 8 0
... ...	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 54 0 0	,, 54 0 0	,, 54 0 0	,, 54 0 0	,, 54 0 0	,, 54 0 0	,, 54 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 55 0 0	,, 54 8 0	,, 54 8 0	,, 54 0 0
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Godown)																										
(per cwt	,, 8 6 0	,, 8 7 0	,, 8 7 0	,, 8 8 0	,, 8 12 0	,, 8 15 0	8-14-0	,, 8 15 0	,, 9 5 0	,, 9 6 0	,, 9 6 0	,, 9 10 0	,, 9 10 0	,, 9 11 0	,, 9 9 0	,, 9 9 0	,, 9 9 0	,, 9 9 0	,, 9 7 0	,, 9 5 0	,, 9 4 0	,, 8 13 0	,, 8 13 0	,, 8 11 0	,, 8 11 0	,, 8 11 0
down) ...																										
... ...	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 4 0	,, 12 4 0	,, 12 4 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 8 0	,, 12 8 0	,, 12 0 0	,, 12 8 0	,, 12 8 0	,, 12 8 0	,, 12 8 0	,, 12 8 0	,, 12 8 0	,, 12 0 0	,, 12 0 0	,, 12 0 0
ongside.																										
... ...	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 19 12 0 Rdy.	Rs. 19 8 0 Rdy.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Rdy.	Rs. 19 12 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 21 0 0 Fwd.	Rs. 19 12 0 Fwd.	Rs. 13 12 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 13 12 0 Rdy.	Rs. 14 0 0 Rdy.
,, ...	Rs. 13 8 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 13 8 0 Fwd.	Rs. 13 4 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 14 4 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 13 0 0 Fwd.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.
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al Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fine ...	Rs. 183 Rdy.	Rs. 188 Rdy.	Rs. 189 Rdy.	Rs. 188 Rdy.	Rs. 189 Rdy.	Rs. 184 Rdy.	Rs. 180 Rdy.	Rs. 180 Rdy.	Rs. 174 Rdy.	Rs. 177 Rdy.	Rs. 175 Rdy.	Rs. 17 Rdy.	Rs. 175 Rdy.	.....	Rs. 202, 25th Jan.	Rs. 198, 25th Jan.	Rs. 198, 25th Jan.	Rs. 194, 25th Jan.	Rs. 190, 25th Jan.	Rs. 189, 25th Jan.	Rs. 187, 25th Jan.	Rs. 190, 25th Jan.	Rs. 187, 25th Jan	Rs. 184, 25th Jan.	Rs. 174, 25th Jan.	Rs. 173, 25th Jan.
F. G....	,, 173 ,,	,, 178 ,,	,, 180 ,,	,, 178 ,,	,, 179 ,,	,, 174 ,,	,, 170 ,,	,, 176 ,,	,, 164 ,,	,, 167 ,,	,, 165 ,,	,, 16 ,,	,, 165 ,,	.....	Rs. 182, 25th Jan.	,, 184 ,,	,, 182 ,,	,, 180 ,,	,, 179 ,,	,, 177 ,,	,, 180 ,,	,, 177 ,,	,, 174 ,,	,, 166 ,,	,, 168 ,,
Fine ...	,, 195 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 199 ,,	,, 195 ,,	,, 190 ,,	,, 190 ,,	,, 182 ,,	,, 185 ,,	,, 185 ,,	,, 18 ,,	,, 188 ,,	,, 188 ,,	,, 201 ,,	,, 201 ,,	,, 197 ,,	,, 197 ,,	,, 193 ,,	,, 193 ,,	,, 191 ,,	,, 190 ,,	,, 193 ,,	,, 188 ,,	,, 179 ,,	,, 175 ,,
F. G....	,, 180 ,,	,, 188 ,,	,, 190 ,,	,, 188 ,,	,, 189 ,,	,, 185 ,,	,, 180 ,,	,, 180 ,,	,, 172 ,,	,, 175 ,,	,, 175 ,,	,, 17 ,,	,, 175 ,,	,, 180 ,,	Rs. 207, 25th Jan.	,, 201 ,,	,, 193 ,,	,, 188 ,,	,, 185 ,,	,, 183 ,,	,, 185 ,,	,, 182 ,,	,, 185 ,,	,, 180 ,,	,, 170 ,,	,, 167 ,,
Fine ...	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 199 ,,	,, 198 ,,	,, 196 ,,	,, 196 ,,	,, 184 ,,	,, 184 ,,	,, 184 ,,	,, 18 ,,	,, 184 ,,	,, 184 ,,	,, 206 ,,	,, 201 ,,	,, 197 ,,	,, 197 ,,	Rs. 198, 25th Jan.	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 191 ,,	,, 176 ,,	,, 176 ,,
F. G....	,, 195 ,,	,, 195 ,,	,, 197 ,,	,, 195 ,,	,, 195 ,,	,, *190 ,,	,, 188 ,,	,, 188 ,,	,, 173 ,,	,, 176 ,,	,, 176 ,,	,, 17 ,,	,, 176 ,,	,, 176 ,,	,, 205 ,,	,, 200 ,,	,, 202 ,,	,, 202 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 191 ,,	,, 181 ,,	,, 181 ,,
Fine ...	,, 206 ,,	,, 212 ,,	,, 213 ,,	,, 212 ,,	,, 214 ,,	,, 208 ,,	,, 204 ,,	,, 204 ,,	,, 188 ,,	,, 191 ,,	,, 191 ,,	,, 19 ,,	,, 191 ,,	,, 191 ,,	,, 221 ,,	,, 214 ,,	,, 210 ,,	,, 206 ,,	,, 205 ,,	,, 205 ,,	,, 203 ,,	,, 203 ,,	,, 203 ,,	,, 196 ,,	,, 182 ,,	,, 182 ,,
F. G....	,, 200 ,,	,, 204 ,,	,, 205 ,,	,, 204 ,,	,, 206 ,,	,, 200 ,,	,, 196 ,,	,, 196 ,,	,, 180 ,,	,, 184 ,,	,, 184 ,,	,, 18 ,,	,, 184 ,,	,, 184 ,,	,, 214 ,,	,, 208 ,,	,, 204 ,,	,, 202 ,,	,, 202 ,,	,, 202 ,,	,, 201 ,,	,, 201 ,,	,, 201 ,,	,, 194 ,,	,, 176 ,,	,, 176 ,,
Fine ...	,, 212 ,,	,, 218 ,,	,, 218 ,,	,, 215 ,,	,, 214 ,,	,, 214 ,,	,, 206 ,,	,, 206 ,,	,, 184 ,,	,, 192 ,,	,, 192 ,,	,, 19 ,,	,, 192 ,,	,, 192 ,,	,, 221 ,,	,, 219 ,,	,, 214 ,,	,, 210 ,,	,, 210 ,,	,, 210 ,,	,, 210 ,,	,, 210 ,,	,, 210 ,,	,, 201 ,,	,, 185 ,,	,, 185 ,,
F. G....	,, 206 ,,	,, 210 ,,	,, 210 ,,	,, 207 ,,	,, 210 ,,	,, 206 ,,	,, 200 ,,	,, 200 ,,	,, 176 ,,	,, 180 ,,	,, 180 ,,	,, 18 ,,	,, 180 ,,	,, 180 ,,	,, 210 ,,	,, 204 ,,	,, 200 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 191 ,,	,, 176 ,,	,, 176 ,,
Fine ...	,, 198 ,,	,, 204 ,,	,, 209 ,,	,, 208 ,,	,, 210 ,,	,, 204 ,,	,, 197 ,,	,, 197 ,,	,, 180 ,,	,, 188 ,,	,, 188 ,,	,, 18 ,,	,, 188 ,,	,, 188 ,,	,, 212 ,,	,, 206 ,,	,, 202 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 193 ,,	,, 179 ,,	,, 179 ,,
F. G....	,, 192 ,,	,, 196 ,,	,, 201 ,,	,, 200 ,,	,, 202 ,,	,, 202 ,,	,, 189 ,,	,, 189 ,,	,, 172 ,,	,, 176 ,,	,, 176 ,,	,, 17 ,,	,, 176 ,,	,, 176 ,,	,, 206 ,,	,, 202 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 198 ,,	,, 191 ,,	,, 176 ,,	,, 176 ,,
ale) Fine	,, 211 ,,	,, 212 ,,	,, 212 ,,	,, 210 ,,	,, 211 ,,	,, 205 ,,	,, 200 ,,	,, 200 ,,	,, 184 ,,	,, 186 ,,	,, 186 ,,	,, 18 ,,	,, 186 ,,	,, 186 ,,	,, 214 ,,	,, 208 ,,	,, 204 ,,	,, 202 ,,	,, 202 ,,	,, 202 ,,	,, 202 ,,	,, 202 ,,	,, 202 ,,	,, 195 ,,	,, 180 ,,	,, 180 ,,
F. G. ...	,, 195 ,,	,, 199 ,,	,, 204 ,,	,, 202 ,,	,, 208 ,,	,, 197 ,,	,, 192 ,,	,, 188 ,,	,, 178 ,,	,, 182 ,,	,, 182 ,,	,, 17 ,,	,, 182 ,,	,, 182 ,,	,, 209 ,,	,, 204 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 200 ,,	,, 194 ,,	,, 178 ,,	,, 178 ,,
Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fine...	Rs. 255 Rdy.	Rs. 257 Rdy.	Rs. 260 Rdy.	Rs. 260 Rdy.	Rs. 260 Rdy.	Rs. 258 Rdy.	Rs. 250 Rdy.	Rs. 245 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F. G....	,, 249 ,,	,, 252 ,,	,, 255 ,,	,, 255 ,,	,, 255 ,,	,, 248 ,,	,, 240 ,,	,, 235 ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fine...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F.G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Good...	Rs. 252 Rdy.	Rs. 254 Rdy.	Rs. 255 Rdy.	Rs. 250 Rdy.	Rs. 253 Rdy.	R. 249 Rdy.	Rs. 242 Rdy.	Rs. 242 Rdy.	Rs. 230 Rdy.	Rs. 230 Rdy.	Rs. 235 Rdy.	Rs. 23 Rdy.	Rs. 238 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Good...	,, 231 ,,	,, 238 ,,	,, 235 ,,	,, 233 ,,	,, 232 ,,	,, 230 ,,	,, 225 ,,	,, 215 ,,	,, 210 ,,	,, 208 ,,	,, 208 ,,	,, 20 ,,	,, 215 ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
wt.) ...

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1906.

QUOTATIONS.	Week ending 5th January.	Week ending 12th January.	Week ending 19th January.	Week ending 26th January.	Week ending 2nd February.	Week ending 9th February.	Week ending 16th February.	Week ending 23rd February.	Week ending 2nd March.	Week ending 9th March.	Week ending 16th March.	Week ending 23rd March.	Week ending 30th March.	Week ending 6th April.	Week ending 13th April.	Week ending 20th April.	Week ending 27th April.	Week ending 4th May.	Week ending 11th May.	Week ending 18th May.	Week ending 25th May.	Week ending 1st June.	Week ending 8th June.	Week ending 15th June.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Telegraphic Transfer	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3 32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4d.	1s. 4 1/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
„ „ „ 3 months' „	1s. 4 3/32d.	1s. 4d.	1s. 4 3/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 11/32d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
First-class Credits „ „ 3 „ „	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 3/16d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 15/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
„ „ „ 6 „ „	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 3/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 9/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
Documents „ „ „ 3 „ „	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4 11/32d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
„ „ „ 6 „ „	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4¼d.	1s. 4 15/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
Paris Francs Mercantile Bills 3 „ „	1/71	1/71	1/71	1/71	1/70½	1/71	1/71	1/71	1/71	1/70½	1/70½	1/70½	1/69¾	1/69½	1/69½	1/69½	1/69½	1/69½	1/69½	1/69½	1/70	1/70	1/70	1/70
On Calcutta Bank Telegraphic Transfer	100	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100	100	100	100	100	100	100	100 1/32	100 1/32	100 1/32	100 1/32
On China Mercantile Bills, 30 days' Sight. { per 100 Dollars. H. / 100 Taels. S. / 100 Yens. J.	Rs. a. p. 146 0 0 / 295 0 0 / 150 0 0	Rs. a. p. 146 0 0 / 296 0 0 / 149 12 0	Rs. a. p. 147 0 0 / 205 8 0 / 149 8 0	Rs. a. p. 146 0 0 / 204 0 0 / 149 8 0	Rs. a. p. 147 0 0 / 204 0 0 / 149 8 0	Rs. a. p. 147 0 0 / 206 0 0 / 149 8 0	Rs. a. p. 148 0 0 / 207 0 0 / 149 × 0	Rs. a. p. 149 0 0 / 208 0 0 / 149 8 0	Rs. a. p. 149 0 0 / 208 8 0 / 149 8 0	Rs. a. p. 149 0 0 / 208 8 0 / 149 8 0	Rs. a. p. 149 0 0 / 207 0 0 / 149 12 0	Rs. a. p. 150 0 0 / 209 0 0 / 149 12 0	Rs. a. p. 150 0 0 / 210 0 0 / 150 4 0	Rs. a. p. 149 8 0 / 208 0 0 / 150 8 0	Rs. a. p. 150 8 0 / 209 8 0 / 150 8 0	Rs. a. p. 150 8 0 / 209 8 0 / 150 8 0	Rs. a. p. 152 0 0 / 212 0 0 / 150 8 0	Rs. a. p. 153 0 0 / 213 0 0 / 150 8 0	Rs. a. p. 153 0 0 / 214 0 0 / 150 8 0	Rs. a. p. 154 0 0 / 214 0 0 / 150 8 0	Rs. a. p. 154 0 0 / 214 0 0 / 150 8 0	Rs. a. p. 153 0 0 / 212 0 0 / 150 8 0	Rs. a. p. 152 8 0 / 212 0 0 / 150 8 0	Rs. a. p. 152 8 0 / 211 0 0 / 150 8 0
English Bar Gold, 100 touch (per tola)	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 2 6	24 2 6	24 3 6	24 3 6	24 5 0	24 5 0	24 4 0	24 3 6	24 3 6	24 2 3	24 1 0	24 1 0
Sovereigns	15 2 6	15 2 6	15 2 6	15 2 0	15 2 0	15 2 0	15 2 0	15 2 0	15 2 0	15 2 0	15 2 3	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 3 0	15 4 0	15 4 0	15 4 0	15 5 0	15 4 0	15 4 0	15 4 0
Bar Silver {	76 10 0 Rdy. / 75 0 0 Fwd.	77 9 0 Rdy. / 75 10 0 Fwd.	77 3 0 Rdy. / 75 5 0 Fwd.	76 12 0 Rdy. / 74 14 0 Fwd.	76 4 0 Rdy. / 73 2 0 Fwd.	75 10 0 Rdy. / 73 5 0 Fwd.	75 10 0 Rdy. / 73 15 0 Fwd.	76 7 0 Rdy. / 74 4 0 Fwd.	75 14 0 Rdy. / 73 4 0 Fwd.	75 7 0 Rdy. / 73 4 0 Fwd.	75 8 0 Rdy. / 73 8 0 Fwd.	75 7 0 Rdy. / 73 7 0 Fwd.	75 12 0 Rdy. / 73 12 0 Fwd.	76 10 0 Rdy. / 76 × 0 Fwd.	76 12 0 Rdy. / 75 10 0 Fwd.	77 11 0 Rdy. / 76 1 0 Fwd.	76 6 0 Rdy. / 74 12 0 Fwd.	76 12 0 Rdy. / 77 12 0 Fwd.	80 0 0 Rdy. / 78 1 0 Fwd.	79 1 0 Rdy. / 78 4 0 Fwd.	79 8 0 Rdy. / 78 4 0 Fwd.	79 1 0 Rdy. / 78 7 0 Fwd.	79 10 0 Rdy. / 79 10 0 Fwd.	79 9 0 Rdy. / 79 4 0 Fwd.	76 7 0 Rdy. / 76 9 0 Fwd.	75 2 Rdy. / 74 12 Fwd.
RATES OF DISCOUNT.																								
Bank Rate of Discount on Private Bills, 60 days Sight	9 per cent.	9½ per cent.	9½ per cent.	9½ per cent.	11 per cent.	11 per cent.	10 per cent.	10 per cent.	10 per cent.	9 per cent.	8 per cent.	7 per cent	6 per cent.	7 per cent	7 per cent.	7 per cent.	7 to 8 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 to 5 per cent.	6 to 5 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	8 „	8 „	8 „	8 „	9 „	9 „	9 „	9 „	9 „	9 „	8 „	7 „	6 „	6 „	6 „	7 „	7 „	7 „	7 „	6 „	6 „	6 „	6 per cent.	6 per cent.
Rate of Interest on the open Market on Government Paper	8 „	8 „	8 „	7 „	9 „	9 „	9 „	8 „	7 „	6 „	7 „	6 „	5 „	4 „	3 „	5 „	5 „	5 „	5 „	6 „	5 „	4 „	3½ „	4 „
GOVERNMENT SECURITIES.																								
Three-and-a-half per cent.	Rs. 97 13 0	Rs. 97 13 0	Rs. 98 8 0	Rs. 98 9 0	Rs. 98 6 0	Rs. 98 10 0	Rs. 99 3 0	Rs. 98 10 0	Rs. 98 12 0	Rs. 98 12 0	Rs. 98 14 0	Rs. 99 6 0	Rs. 99 11 0	Rs. 99 9 0	Rs. 99 7 0	Rs. 99 3 0	Rs. 98 11 0	Rs. 98 8 0	Rs. 98 5 0	Rs. 98 3 0	Rs. 98 12 0	Rs. 98 14 0	Rs. 98 13 0	Rs. 98 14
Three per cent.	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0	„ 87 0 0 Nom.	„ 86 8 0	„ 86 8
Government Paper enfaced for London	*Nil.*	Rs. 4,86,500	„ 4,50,000	„ 3,00,000	„ 1,05,000	„ 2,03,000	„ 26,000	*Nil.*	„ 8,000	„ 1,15,000	„ 2,00,000	„ 5,01,500	„ 1,00,000	*Nil*	„ 1,15,000	„ 19,000	„ 1,18,000	„ 6,75,000	„ 25,000	„ 2,05,500	*Nil*	„ 12,000	*Nil*	„ 2,92,000
Government Paper enfaced from London to Bombay	„ 1,00,000	*Nil*	„ 1,11,000	„ 50,000	*Nil.*	*Nil.*	*Nil.*	„ 43,800	„ 2,00,000	„ 1,75,000	„ 3,500	„ 1,25,700	„ 4,400	„ 500	„ 700	*Nil.*	„ 50,000	„ 1,25,000	*Nil*	„ 1,26,100	*Nil*	*Nil*	*Nil*	*Nil*
IMPORTS.																								
PIECE GOODS—																								
7lbs. 33in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 10 6	Rs. 3 10 6	„ 3 10 6	„ 3 10 0	„ 3 8 0	„ 3 8 0	„ 3 8 0	„ 3 8 0	„ 3 9 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11
9lbs. 38in. 37½ to 38 yds. „ „ „	„ 4 14 0	„ 4 14 0	„ 4 14 0	„ 4 14 0	„ 4 14 0	„ 4 13 6	„ 4 13 6	„ 4 13 6	„ 4 13 0	„ 4 10 0	„ 4 10 0	„ 4 10 0	„ 4 4 0	„ 4 5 0	„ 4 6 0	„ 4 6 0	„ 4 7 0	„ 4 7 0	„ 4 7 0	„ 4 6 0	„ 4 7 0	„ 4 7 0	„ 4 7 0	„ 4 7
No. 40s Mule Twist (per lb.)	As. 11½ to as. 11¾	As. 11½ to as. 11¾	As. 11¾ to as. 11¾	As. 11¾ to as. 11¾	As. 11¾ to as. 11¾	As. 11¾ to as. 11¾	As. 11¾ to as. 11¾	As. 11¾ to As. 11¾	As. 11 to As. 11 1/4	As. 10½ to As. 10¾	As. 10¾ to as. 10¾	As. 10½ to as. 10¾	As. 10½ to as. 10¾	As. 10½ to as. 10¾	As. 10½ to as. 10¾	As. 10½ to as. 10¾	As. 10½ to As. 11	As. 10½ to As. 11	As. 10½ to As. 11	As. 10½ to as. 11	As. 10½ to As. 11	As. 10½ to As. 11	As. 10½ to As. 11	As. 10½ to As. 11
No. 30s Water „ „	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10 1/8	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10	„ 9¾ to „ 10
Copper Braziers (in bundles) per cwt.	Rs. 67 12 0	Rs. 68 4 0	Rs. 68 0 0	Rs. 67 12 0	Rs. 67 8 0	Rs. 67 8 0	Rs. 68 0 0	Rs. 68 4 0	Rs. 68 8 0	Rs. 68 8 0	Rs. 69 0 0	Rs. 69 0 0	Rs. 71 4 0	Rs. 72 8 0	Rs. 72 0 0	Rs. 72 0 0	Rs. 72 0 0	Rs. 74 0 0	Rs. 74 0 0	Rs. 74 0 0	Rs. 74 0 0	Rs. 74 0 0	Rs. 74 0 0	Rs. 73 0
Yellow Metal („ „)	„ 50 12 0	„ 50 8 0	„ 50 8 0	„ 50 4 0	„ 50 8 0	„ 50 8 0	„ 50 4 0	„ 50 8 0	„ 50 8 0	„ 51 4 0	„ 52 0 0	„ 52 0 0	„ 53 4 0	„ 53 4 0	„ 53 4 0	„ 54 8 0	„ 54 8 0	„ 54 0 0	„ 54 0 0	„ 54 0 0	„ 54 0 0	„ 54 0 0	„ 54 0 0	„ 55 4
Belgian No. 2 Bar Iron (per candy of 740½ lbs.)	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 12 0	„ 32 0 0	„ 31 12 0	„ 32 0 0	„ 32 0 0	„ 32 0 0	„ 32 4
Ba-in Steel „ „	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 0 0	„ 31 12 0	„ 32 0 0	„ 31 12 0	„ 32 0 0	„ 32 0 0	„ 32 0 0	„ 32 4
Swedish Bar Iron „ „	„ 53 8 0	„ 53 8 0	„ 53 8 0	„ 53 8 0	„ 52 0 0	„ 52 0 0	„ 53 8 0	„ 52 8 0	„ 52 0 0	„ 51 8 0	„ 52 0 0	„ 52 0 0	„ 53 0 0	„ 51 8 0	„ 52 0 0	„ 52 0 0	„ 51 8 0	„ 52 0 0	„ 52 0 0	„ 52 0 0	„ 52 0 0	„ 52 0 0	„ 52 0 0	„ 53 0
Sugar Ordinary Crystals per cwt. Ex. Godown	„ 9 10 0	„ 9 12 0	„ 9 9 0	„ 9 9 0	„ 9 8 0	„ 9 7 0	„ 9 11 0	„ 9 8 0	„ 9 7 0	„ 9 6 0	„ 9 5 0	„ 9 5 0	„ 9 3 0	„ 9 0 0	„ 9 0 0	„ 9 3 6	„ 9 3 0	„ 9 4 0	„ 9 3 6	„ 9 1 0	„ 9 0 0	„ 9 0 0	„ 9 0 0	„ 9 2
Do. Mauritius Ordinary Grains D to J (per cwt. ex Godown)	„ 9 0 0	„ 9 6 0	„ 9 5 0	„ 9 4 0	„ 9-4 to Rs. 9-5	„ 9 6 0	„ 9 5 0	„ 9 2 0	„ 9 1 0	„ 9 0 0	„ 9 0 0	„ 8 14 0	„ 8 13 0	„ 8 14 0	„ 8 15 0	„ 8 14 0	„ 8 12 0	„ 8 11 0	„ 8 12 0	„ 8 12 0				
Do. China Best Soft White (per cwt. ex Godown.)	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 13 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0 0	„ 12 0
Davison's West Hartley Coal (per ton) alongside	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cardiff „ „	.....	.....	„ 18 0 0 Fwd.	Rs. 18 8 0 Fwd.	.....	Rs. 19 8 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 4 0 Fwd.	Rs. 19 12 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 12 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 0 0 Fwd.	Rs. 19 0 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 0 0 Fwd.	Rs. 19 0
Japan „ „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dasharghur (Bengal) „ „	Rs. 12 8 0 Rdy.	Rs. 13 0 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 15 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 16 0 0 Rdy.	Rs. 15 8 0 Rdy.	Rs. 15 8 0 Fwd.	Rs. 15 8 0 Fwd.	Rs. 15 4 0 Rdy.	Rs. 15 4 0 Rdy.	Rs. 15 0 0 Rdy.	Rs. 14 8 0 Rdy.	Rs. 14 8 0 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....
Moir's Navigation „ „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jardine's „ „	Rs. 11 4 0 Fwd.	Rs. 12 0 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 8 0 Fwd.	Rs. 13 0 0 Rdy.	Rs. 14 0 0 Fwd.	Rs. 14 0 0 Fwd.	Rs. 14 8 0 Fwd.	Rs. 15 0 0 Fwd.	.....	.....	.....	Rs. 14 0 0 Fwd.	Rs. 14 0 0 Fwd.	Rs. 14 4 0 Fwd.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore „ „	„ 11 12 0 „	„ 12 4 0 „	„ 12 8 0 „	„ 13 0 0 „	„ 13 8 0 „	„ 14 8 0 „	„ 14 8 0 „	.....	.....	.....	.....	.....	„ 14 4 0 „	„ 14 8 0 „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Singarini „ Rail Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.																								
COTTON— (Full-pressed; per candy of 784 lbs.)—																								
H.G. Bengals (Railway Terms.) .. Fine	Rs. 200, 25th Jan.	Rs. 198, 25th Jan.	Rs. 200, 25th Jan.	Rs. 205 Rdy.	Rs. 196, 24th Feb.	Rs. 195, 26th Feb.	Rs. 195 28th Feb.	Rs. 191 25th Feb.	Rs. 182, Rdy.	Rs. 195, Rdy.	Rs. 189 Rdy.	Rs. 192 Rdy.	Rs. 195 Rdy.	Rs. 199 Rdy.	Rs. 200 Rdy.	Rs. 199 Rdy.	Rs. 198, Rdy.	Rs. 193 Rdy.	Rs. 196 Rdy.	Rs. 193 Rdy	Rs. 192 Rdy.	Rs. 186 Rdy.	Rs. 189 Rdy.	Rs. 189 Rdy.
„ „ „ Fine	„ 191 „	„ 190 „	„ 190 „	„ 194 „	„ 188 „	„ 188 „	„ 187 „	„ 183 „	„ 177 „	„ 187 „	„ 181 „	„ 189 „	„ 185 „	„ 186 „	„ 190 „	„ 187 „	„ 188 „	„ 188 „	„ 186 „	„ 188 „	„ 182 „	„ 176 „	„ 179 „	„ 179 „
M.G. „ „ „ Fine	„ 207 „	„ 206 „	„ 206 „	„ 211 „	„ 204 „	„ 203 „	„ 203 „	„ 198 „	„ 188 „	„ 199 „	„ 193 „	„ 197 „	„ 202 „	„ 203 „	„ 205 „	„ 205 „	„ 205 „	„ 198 „	„ 202 „	„ 201 „	„ 199 „	„ 194 „	„ 198 „	„ 198 „
„ „ „ F.G.	„ 197 „	„ 196 „	„ 198 „	„ 201 „	„ 196 „	„ 198 „	„ 198 „	„ 193 „	„ 189 „	„ 189 „	„ 189 „	„ 187 „	„ 192 „	„ 193 „	„ 193 „	„ 193 „	„ 193 „	„ 188 „	„ 192 „	„ 191 „	„ 189 „	„ 184 „	„ 188 „	„ 188 „
Scind-Punjab „ „ „ Fine	„ 209 „	„ 208 „	„ 210 „	„ 213 „	„ 206 „	„ 201 „	„ 204 „	„ 198 „	„ 188 „	„ 192 „	„ 194 „	„ 190 „	„ 204 „	„ 204 „	„ 204 „	„ 204 „	„ 200 „	„ 197 „	„ 201 „	„ 200 „	„ 198 „	„ 193 „	„ 198 „	„ 197 „
„ „ „ F.G.	„ 198 „	„ 198 „	„ 200 „	„ 203 „	„ 196 „	„ 192 „	„ 194 „	„ 188 „	„ 188 „	„ 191 „	„ 182 „	„ 186 „	„ 191 „	„ 192 „	„ 194 „	„ 192 „	„ 187 „	„ 191 „	„ 190 „	„ 189 „	„ 183 „	„ 187 „	„ 187 „	„ 187 „
Khandeish... ... ... Fine	„ 217 „	„ 216 „	„ 219 „	.....	.....	„ 214 Rdy.	„ 214 Rdy.	„ 211 Rdy.	.....	.....	„ 204 „	„ 186 „	„ 212 „	„ 212 „	„ 214 „	„ 214 „	„ 208 „	„ 212 „	„ 210 „	„ 209 „	„ 201 „	„ 201 „	„ 201 „	„ 203 „
„ „ „ F.G.	„ 211 „	„ 210 „	„ 213 „	„ 214 „	„ 208 „	„ 209 „	„ 207 „	„ 205 „	Rs. 194 Rdy.	Rs. 202 Rdy.	„ 197 „	„ 203 „	„ 205 „	„ 205 „	„ 208 „	„ 207 „	„ 207 „	„ 205 „	„ 208 „	„ 207 „	„ 203 „	„ 193 „	„ 194 „	„ 196 „
Damangamm, Poolgamm... ... Fine	„ 234 „	„ 233 „	„ 234 „	„ 234 „	„ 225 „	„ 226 „	„ 226 „	„ 226 „	„ 214 „	„ 220 „	„ 215 „	„ 220 „	„ 221 „	„ 220 „	„ 223 „	„ 222 „	„ 218 „	„ 213 „	„ 213 „	„ 213 „	„ 213 „	„ 205 „	„ 206 „	„ 207 „
„ „ „ F.G.	.....	„ 227 „	„ 226 „	„ 228 „	„ 219 „	„ 220 „	„ 220 „	„ 217 „	„ 208 „	„ 212 „	„ 209 „	„ 214 „	„ 215 „	„ 214 „	„ 217 „	„ 216 „	„ 212 „	„ 207 „	„ 209 „	„ 209 „	„ 207 „	„ 199 „	„ 200 „	„ 201 „
Nagpur, Kamptee ... ... Fine	„ 238 „	„ 238 „	„ 240 „	„ 240 „	„ 230 „	„ 230 „	„ 230 „	„ 229 „	„ 219 „	„ 225 „	„ 220 „	„ 227 „	„ 228 „	„ 227 „	„ 230 „	„ 228 „	„ 222 „	„ 221 „	„ 221 „	„ 220 „	„ 219 „	„ 210 „	„ 212 „	„ 212 „
„ „ „ F.G.	.....	„ 232 „	„ 234 „	„ 234 „	„ 224 „	„ 224 „	„ 224 „	„ 223 „	„ 217 „	„ 223 „	„ 217 „	„ 224 „	„ 221 „	„ 221 „	„ 224 „	„ 222 „	„ 216 „	„ 215 „	„ 215 „	„ 214 „	„ 213 „	„ 204 „	„ 206 „	„ 207 „
Comawuttee, (descriptions) ... Fine	„ 220 „	„ 219 „	„ 223 „	„ 224 „	„ 218 „	„ 218 „	„ 219 „	„ 219 „	„ 208 „	„ 216 „	„ 209 „	„ 216 „	„ 217 „	„ 216 „	„ 218 „	„ 218 „	„ 215 „	„ 208 „	„ 211 „	„ 210 „	„ 202 „	„ 201 „	„ 201 „	„ 203 „
„ „ „ F.G.	.....	„ 213 „	„ 217 „	„ 218 „	„ 212 „	„ 212 „	„ 213 „	„ 211 „	„ 200 „	„ 208 „	„ 203 „	„ 206 „	„ 211 „	„ 210 „	„ 212 „	„ 212 „	„ 209 „	„ 202 „	„ 205 „	„ 204 „	„ 196 „	„ 195 „	„ 197 „
Akola, Khamgamm, Karanja (Fair Staple) ... ... Fine	„ 221 „	„ 220 „	„ 224 „	„ 225 „	„ 219 „	„ 220 „	„ 220 „	„ 217 „	„ 208 „	„ 216 „	„ 209 „	„ 215 „	„ 217 „	„ 216 „	„ 218 „	„ 218 „	„ 216 „	„ 208 „	„ 212 „	„ 211 „	„ 211 „	„ 203 „	„ 204 „	„ 205 „
„ „ „ F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oomra (Good Staple) ... ... Fine	„ 233 „	„ 230 „	„ 234 „	„ 237 „	„ 224 „	„ 224 „	„ 224 „	„ 225 „	„ 214 „	„ 220 „	„ 214 „	„ 224 „	„ 224 „	„ 224 „	„ 224 „	„ 224 „	„ 218 „	„ 214 „	„ 214 „	„ 214 „	„ 214 „	„ 197 „	„ 198 „	„ 199 „
„ „ „ F.G.	.....	„ 224 „	„ 228 „	„ 231 „	„ 227 Rdy.	„ 226 Rdy.	„ 227 „	„ 228 „	Rs. 215 Rdy.	Rs. 225 Rdy.	Rs. 218 Rdy.	Rs. 217 Rdy.	„ 218 Rdy.	„ 220 „	„ 221 „	„ 223 „	„ 223 „	.....	.....	„ 216 Rdy.	„ 217 Rdy.	.....	.....	.....
Broach ... ... Fine	Rs. 270, Feb.-March	„ 268, 25th Mar.	„ 272, 25th Mar.	„ 270 „	„ 262, 25th Mar.	„ 263 „	„ 266 „	„ 268, 24th Mar.	„ 268 „	„ 271, 25th Mar.	„ 263 „	„ 271 „	„ 267 „	„ 268 „	„ 272 „	„ 274 „	„ 278 „	„ 267 „	„ 267 „	„ 268 „	„ 270 „	„ 262 Rdy.	„ 264 Rdy.	Rs. 261 Rdy.
„ „ „ ... ... F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	„ 262 „	„ 262 „	„ 267 „	„ 269 „	„ 268 „	„ 262 „	„ 262 „	.....	„ 264 Rdy.	„ 257 „	„ 259 „	„ 258 „
Bhownugger ... ... Fine	.....	.....	.....	.....	.....	.....	Rs. 264, 25th Mar.	Rs. 264, 25th Mar.	Rs. 263, 25th Mar.	Rs. 261, 25th Mar.	Rs. 263 „	.....	„ 260 „	„ 260 „	„ 263 „	„ 266 „	.....	.....	.....	.....	.....	„ 259 Rdy.	.....	.....
„ „ „ ... ... F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	„ 229 „	.....	.....
Good

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1906.

	Week ending 5th January.	Week ending 12th January.	Week ending 19th January.	Week ending 26th January.	Week ending 2nd February.	Week ending 9th February.	Week ending 16th February.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
...	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
...ht...	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.
...	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.
...	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 5/16d.	1s. 4 5/32d.	1s. 4 1/32d.	1s. 4 1/32d.
...	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.
...	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.
...	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.
...	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
...	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
...	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.
...lars. H	146 0 0	146 0 0	146 0 0	146 0 0	147 0 0	147 0 0	148 0 0
...ds... S.	205 0 0	205 0 0	205 0 0	204 0 0	206 0 0	206 0 0	207 0 0
...na...	150 0 0	149 12 0	149 8 0	149 8 0	149 8 0	149 8 0	149 8 0
	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6
	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6	15 2 6
	76 10 0 Rdy.	76 12 6 Rdy.	77 3 0 Rdy.	76 4 0 Rdy.	75 14 0 Rdy.	75 16 0 Rdy.	76 7 0 Rdy.
	75 0 0 Fwd.	74 14 0 Fwd.	75 5 0 Fwd.	75 2 0 Fwd.	75 0 0 Fwd.	75 5 0 Fwd.	76 15 0 Fwd.
...ays							
...	9 per cent.	9½ per cent.	9¼ per cent.	9½ per cent.	11 per cent.	11 per cent.	10 per cent.
...ov...	8 ,,	8 ,,	8 ,,	8 ,,	9 ,,	9 ,,	9 ,,
...ar...	8 ,,	8 ,,	8 ,,	7 ,,	9 ,,	9 ,,	9 ,,
...ns...							
...	Rs. 97 13 0	Rs. 97 13 0	Rs. 98 8 0	Rs. 98 9 0	Rs. 98 6 0	Rs. 98 10 0	Rs. 99 0 0
...	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0	,, 87 0 0
...	*Nil.*	Rs. 4,86,500	4,50,000	,, 3,00,000	1,05,000	*Nil.*	26,000
...	,, 1,09,030	*Nil*	,, 1,11,000	,, 50,000	*Nil.*	*Nil.*	*Nil.*
...	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 10 6	Rs. 3 10 6
...	,, 4 14 0	,, 4 14 0	,, 4 14 0	,, 4 13 6	,, 4 13 6	,, 4 13 6	,, 4 13 6
...	As. 11½ to as. 11⅝	As. 11½ to as. 11⅝	As. 11½ to as. 11⅝	As. 11½ to as. 11⅝	As. 11½ to as. 11⅝	As. 11½ to as. 11⅝	As. 11½ to As. 11⅝
...	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼	,, 9⅝ to ,, 10¼
...	Rs. 67 12 0	Rs. 68 4 0	Rs. 68 4 0	Rs. 68 0 0	Rs. 67 12 0	Rs. 67 8 0	Rs. 68 0 0
...	,, 50 12 0	,, 50 8 0	,, 50 8 0	,, 50 4 0	,, 50 6 0	,, 50 8 0	,, 50 4 0
...	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0
...	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0	,, 32 8 0
...	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 53 8 0	,, 52 8 0	,, 52 8 0	,, 53 8 0
...lb.	,, 9 10 0	,, 9 12 0	,, 9 9 0	,, 9 9 0	,, 9 9 0	,, 9 11 0	,, 9 11 0
...	,, 9 6 0	,, 9 6 0	,, 9 5 0	,, 9 4 0	,, 9 4 0	,, 9 5 0	,, 9 6 0
...	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0	,, 12 0 0
...	,, ...	,, ...	,, ...	,, ...	,, ...	,, ...	,, ...
...	,, ...	,, 18 0 0 Fwd.	Rs. 18 8 0 Fwd.	Rs. 18 8 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 8 0 Fwd.	Rs. 19 8 0 Fwd.
...	Rs. 12 8 0 Rdy.	Rs. 13 0 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 14 0 0 Rdy.	Rs. 15 0 0 Rdy.	Rs. 16 0 0 Rdy.
...	Rs. 11 4 0 Fwd.	Rs. 12 0 0 Fwd.	Rs. 12 4 0 Fwd.	Rs. 12 8 6 Fwd.	Rs. 13 0 0 Rdy.	Rs. 14 0 0 Fwd.	Rs. 14 0 0 Fwd.
...	,, 11 12 0 ,,	,, 12 4 0 ,,	,, 12 8 0 ,,	,, 13 4 6 ,,	,, 13 8 0 ,,	,, 14 8 0 ,,	,, ...
...y.	,, ...	,, ...	,, ...	,, ...	,, ...	,, ...	,, ...
...	Rs. 200, 25th Jan.	Rs. 198, 25th Jan.	Rs. 200, 25th Jan.	Rs. 205 Rdy.	Rs. 196, 25th Feb.	Rs. 195, 25th Feb.	Rs. 195 25th Feb.
...	,, 191 ,,	,, 190 ,,	,, 190 ,,	,, 194 ,,	,, 188 ,,	,, 188 ,,	,, 187 ,,
...	,, 207 ,,	,, 206 ,,	,, 208 ,,	,, 211 ,,	,, 204 ,,	,, 203 ,,	,, 203 ,,
...	,, 197 ,,	,, 196 ,,	,, 198 ,,	,, 201 ,,	,, 194 ,,	,, 191 ,,	,, 191 ,,
...	,, 209 ,,	,, 208 ,,	,, 210 ,,	,, 213 ,,	,, 206 ,,	,, 204 ,,	,, 204 ,,
...	,, 199 ,,	,, 198 ,,	,, 200 ,,	,, 203 ,,	,, 196 ,,	,, 192 ,,	,, 194 Rdy.
...	,, 217 ,,	,, 216 ,,	,, 219 ,,	.....	.....	,, 214 Rdy.	,, 214 Rdy.
...	,, 211 ,,	,, 210 ,,	,, 213 ,,	,, 214 ,,	,, 208 ,,	,, 209 ,,	,, 207 ,,
...	,, 234 ,,	,, 233 ,,	,, 234 ,,	,, 234 ,,	,, 225 ,,	,, 226 ,,	,, 226 ,,
...	.....	,, 227 ,,	,, 226 ,,	,, 228 ,,	,, 219 ,,	,, 220 ,,	,, 220 ,,
...	,, 238 ,,	,, 238 ,,	,, 240 ,,	,, 240 ,,	,, 230 ,,	,, 230 ,,	,, 235 ,,
...	.....	,, 232 ,,	,, 234 ,,	,, 234 ,,	,, 224 ,,	,, 224 ,,	,, 227 ,,
...	,, 220 ,,	,, 219 ,,	,, 223 ,,	,, 224 ,,	,, 218 ,,	,, 218 ,,	,, 219 ,,
...	.....	,, 213 ,,	,, 217 ,,	,, 218 ,,	,, 212 ,,	,, 212 ,,	,, 211 ,,
...	,, 221 ,,	,, 220 ,,	,, 224 ,,	,, 225 ,,	,, 219 ,,	,, 220 ,,	,, 220 ,,
...	.....	,, 214 ,,	,, 218 ,,	,, 219 ,,	,, 213 ,,	,, 214 ,,	,, 214 ,,
...	,, 233 ,,	,, 230 ,,	,, 234 ,,	,, 237 ,,	,, 227 Rdy.	,, 226 Rdy.	,, 227 ,,
...	.....	,, 224 ,,	,, 228 ,,	,, 231 ,,	.....	.....	.....
...	Rs. 270, Feb.-March	,, 268, 25th Mar.	Rs. 272, 25th Mar.	Rs. 270 ,,	Rs. 262, 25th Mar.	Rs. 263 ,,	Rs. 266 ,,
...	Rs. 255, Feb.-March.	,, 254, 25th Mar.	Rs. 268, 25th Mar.	Rs. 268, 25th Mar.	Rs. 252, 25th Mar.	.....	.....
...	.....	.....	.....	.....	.....	.....	Rs. 264, 25th Mar.
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	Rs. 252, 25th May.	.....	Rs. 255, 25th May.
...	Rs. 9 5 0 Rdy.	Rs. 9 11 0 Rdy.	Rs. 9 11 6 Rdy.	Rs. 9 18 0 Rdy.	,, 9 10 6 Rdy.	Rs. 232, 24th May.	,, 9 6 6 Rdy.
...	,, 8 9 0 ,,	,, 9 7 6 ,,	,, 9 9 6 ,,	,, 9 8 6 ,,	,, 9 5 0 ,,	,, 8 15 6 ,,	,, 9 4 6 ,,
...	,, 8 1 0 ,,	,, 8 7 0 ,,	,, 8 9 6 ,,	,, 8 9 0 ,,	,, 8 6 0 ,,	,, 7 15 0 ,,	,, 8 2 0 ,,
...	,, 8 0 0 ,,	,, 8 6 0 ,,	,, 8 8 6 ,,	,, 8 8 0 ,,	,, 8 6 0 ,,	,, 7 14 0 ,,	,, 8 2 0 ,,
...	8-1-0, Apl.-May.	8-5-4½ Apl.-May.	8-4-0, Apl.-May.	8-4-0, Apl.-May.	8-4-0 Apl.-May.	8-0-0, Apl.-May.	7-15-0 Apl.-May.
...	,, 7 5 0 Rdy.	,, 7-8-6 ,,	,, 7-8-0 ,,	,, 7 6 6 ,,	,, 7-5-8 ,,	,, 7 4 0 ,,	,, 7-8-0 ,,
...	7-15-0, Apl.-May.	8-0-0 ,,	8-1-0 ,,	,, 9 2 0 Rdy.	7-14-0 ,,	,, 7 11 0 ,,	7-15-0 ,,
...	,, 9 0 0 Rdy.	,, 9 3 4½ Rdy.	,, 9 4 0 Rdy.	,, 8 12 0 ,,	,, 8 8 6 ,,	,, 8 0 0 Rdy.	,, 8 11 0 Rdy.
...	8-8-6, Feb.-Mar.	8-12-0 Feb.-Mar.	8-2-0 Feb. Mar.	8-2-0 Feb. Mar.	,, 8 6 0 ,,	,, 7 15 0 ,,	,, 8 7 0 ,,
...	,, 8 5 0 Rdy.	,, 8 6 0 Rdy.	,, 8 5 0 Rdy.	,, 8 5 0 Rdy.	,, 8 3 0 ,,	,, 7 13 0 ,,	,, 8 5 0 ,,
...	,, 7 16 0 ,,	,, 7 16 0 ,,	,, 7 16 0 ,,	,, 7 16 0 ,,	,, 7 16 0 ,,	,, 7 12 0 ,,	,, 7 16 0 ,,
...	5-5-0, Apl.-May.	5-5-6 (Apl.-M...	5-7-6 Apl.-May	5-5-0 Apl.-May	5-7-0, Apl.-May.	5-6-0, Apl.-May.	5-5-0 Apl.-May.
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....
...	Rs. 5-3-6, Apl.-May.	Rs. 5-4-6, Apl.-M...	Rs. 5-6-6, Apl.-May.	Rs. 5-5-0, Apl.-May.	Rs. 5-6-3, Apl.-May.	Rs. 5-5-0, Apl.-May.	Rs. 5-4-0 Apl.-May.
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....
...	Rs. 1,750	Rs. 1,750	Rs. 1,750	Rs. 1,750	Rs. 1,750	Rs. 1,750	Rs. 1,725
...	,, 1,650	,, 1,625	,, 1,625	,, 1,625	,, 1,625	,, 1,625	,, 1,600
...	Ready (Jan.)	Ready (Jan.)	Ready (Jan.)	Ready (Feb.)	Ready (Feb.)	Ready (Feb.)	Ready (Feb.)
...	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
...	0 14 9	0 15 0	0 15 6	0 14 6	0 14 9	0 15 0	0 15 0
...	0 14 9	0 15 0	0 16 0	0 14 6	1 2 0	0 15 0	1 2 0
...	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0	1 2 0
...	0 15 0	0 14 9	0 16 0	0 15 6	0 14 9	0 15 0	0 15 0
...	0 16 0	0 16 0	0 17 0	0 16 0	0 16 0	0 16 0	0 16 0
...	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6	0 15 6
...	0 14 6	0 14 6	0 14 6	0 14 6	0 14 6	0 15 6	0 16 6
...	0 14 9	0 15 0	0 15 0	0 14 6	0 15 0	0 16 6	0 16 6
...	0 15 0	0 15 0	0 15 6	0 14 6	0 15 0	0 15 6	0 15 6
...	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18
...	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17

H. Hongkong.

	Week ending 23rd February.	Week ending 2nd March.	Week ending 9th March.	Week ending 16th March.	Week ending 23rd March.	Week ending 30th March.	Week ending 6th April.	Week ending 13th April.	Week ending 20th April.	Week ending 27th April.	Week ending 4th May.	Week ending 11th May.	Week ending 18th May.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
...	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4d.	1s. 4 1/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.
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about ten acres each, in their respective Divisions. In the former Division this plantation will be above ghats and in the latter below. The nurseries will be prepared during the rains and the plantations made in May 1907.

"2. If the intention of Government is merely to conduct a small experiment with a view to ascertaining whether Para rubber can be produced in Kanara, leaving further developments to commercial enterprise, I think these two plantations will suffice for the purpose.

"3. If, on the other hand, Government wishes to conduct an experiment with a view to realising profit, if successful, I think it will be necessary to plant up at least 500 acres in one block. The cost of similar plantations in Burma is estimated at Rs. 100 per acre for initial outlay and Rs. 75 per acre per annum for the next five years. It would be necessary to place such a plantation in charge of an Extra Assistant Conservator specially qualified for the post.

"4. Moreover, if such a plantation is to be successful, the officer in charge of the Division in which the plantation is to be made should certainly have some idea of the manner in which similar plantations are conducted in other parts of the tropics. A short visit to Ceylon and the Straits Settlements would enable an officer to obtain all the information necessary.

"5. Unless an officer so qualified can be appointed before the rains, I think it would be better to wait till next year. In any case seeds would not be available before September, and planting out could not take place before May 1907. The delay of a year is of no consequence whatever. Either the present boom in rubber will continue or it will not. In the former case, delay, which would ensure better results, would be advantageous, whereas in the latter event it will not matter one way or the other.

"6. The estimated cost of the two ten-acre plantations will be about Rs. 2,000. There is at present no provision in the budget, but as I shall shortly be obliged to ask Government for a large additional grant to meet unforeseen expenditure in other matters, I can add this item on at the same time. If the proposed experiments are not approved of, I request orders as early as convenient.

"7. As regards the probabilities of success, I confess to being very sceptical. The conditions in Kanara are quite unlike those obtaining in other countries where the plant actually thrives or where it is still under experiment. I understand that the Government plantations at Mergui have not so far been particularly successful, though good results are still hoped for. It is, I think, very doubtful whether success can be attained in Kanara without recourse to irrigation which will add very materially to the expenditure.

"8. I have asked the Inspector-General of Forests to kindly furnish me with any information regarding the plantations at Mergui and have received the book lately published by Mr. Hearsey, of the Burma Forest Department. With regard to work in Ceylon, I understand that the fullest particulars are given in Mr. Wright's book 'All about Rubber and Gutta Percha' published in Ceylon, Price Rs. 4. I request permission to purchase two copies of this book as well as to subscribe to the following periodicals :—

(1) The Tropical Agriculturist—monthly—annual subscription £1 6*s.* 0*d.*

(2) The India Rubber World—monthly—annual subscription £0 12*s.* 0*d.*

(3) Indian Planting and Gardening—weekly—annual subscription not known.

(4) Journal d'Agriculture Tropicale—monthly—annual subscription 20 francs.

"These periodicals will enable me to keep abreast of the times, and may possibly provide suggestions for other useful experiments."

Memorandum from the Commissioner, S. D., No. 1718, dated 2nd May 1906 :—

"Forwarded with compliments."

RESOLUTION.—Government consider that it will, for the present, be sufficient to experiment with the two ten-acre blocks mentioned in paragraph 1 of the Conservator's letter. It is presumed that details will be arranged between the Conservator and Mr. Copleston when the latter returns from Ceylon.

2. The permission asked for by the Conservator in paragraph 8 of his letter is granted, and he is authorised to purchase whatever copies he may require at once by the quickest method open to him. For the future, he should forward an indent in respect of such of the periodicals as are European publications, as required by the orders in entry 50 (*b*) in the statement appended to Government Resolution, Financial Department, No. 279, dated 26th January 1903.

3. As regards the provision of funds, Government will await the further proposals referred to in paragraph 6 of the Conservator's letter.

" G. MONTEATH,
Under Secretary to Government.

Economic Products.

Report on the question of introducing rubber cultivation in Kanara.

No. 7083.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 25th July 1906.

Letter from the Conservator of Forests, C. C., No. 1258, dated 23rd June 1906:—

" In connection with letter No. 1120 of the 16th instant on the subject of the introduction of rubber plantations into Kanara. I have the honour to forward herewith a report received from Mr. W. E. Copleston, Deputy Conservator of Forests, at present on deputation in Ceylon. "

Letter from Mr. W. E. Copleston, Deputy Conservator of Forests on deputation, to the Conservator of Forests, C. C., dated 15th June 1906 :—

I have the honour to inform you that, in accordance with Government order No. 4649 of 11th May 1906, I have visited some of the rubber estates in Ceylon, and have studied the cultivation of rubber in different parts of the Island.

I have followed the advice of Dr. Willis, the Director of Agriculture, and Mr. Wright, his Assistant, who is paying special attention to rubber cultivation.

Arrangements have been made for visiting one more estate, after which I intend to return and report myself to the Conservator of Forests, S. C., at Belgaum.

I expect to reach Belgaum by the 22nd of this month.

A report on the proposed plantations in Kanara will be submitted on my return.

I may mention that I shall propose that two plantations be opened—one near Gersoppa and one higher on the ghaut near Malemane in Siddapur—comprising in all about 300 acres.

If, however, a suitable area can be found *in* the hills, only one plantation of 300 acres will be opened.

Memorandum from the Deputy Conservator of Forests in charge S. C., No. 2330, dated 20th June 1906.

Forwarded with compliments to the Conservator of Forests, C. C.

Telegram from the Deputy Conservator of Forests in charge S. C., dated 25th June 1906:—

"Copleston returned. Are there any orders regarding him ?"

Government telegram to the Deputy Conservator of Forests in charge S. C., No. 230-P., dated 3rd July 1906:—

"Your telegram of 25th June. Copleston remains on special duty pending other decision, and should submit Ceylon report."

Government memorandum No. 6521, dated 7th July 1906:—

"The undersigned presents compliments to the Deputy Conservator of Forests in charge S. C., and in inviting his attention to Mr. Napier's memorandum No. 2330, dated 20th June 1906, and Government telegram No. 230-P., dated 3rd July 1906, is directed to request that he will be so good as to ask Mr. Copleston to proceed at once to Kanara and study the sites which in his opinion would be suitable for the plantation of rubber, and then submit at a very early date a report embodying the conclusions at which he has arrived and the recommendations which he can make. If Mr. Copleston intends proposing the large plantation of 300 acres, costing Rs. 10,000, he should be requested to give detailed reasons for his preference for larger plantations over the small ones previously suggested, and to deal as fully

and convincingly as possible with the question of difference of climatic conditions in Kanara and Ceylon and the probability or the reverse, in view of that difference, of the plantations proving remunerative. Mr. Copleston's report should contain full details as to proposed outlay, initial and recurring, and the prospects of overcoming the climatic difficulties. He should also show cause in full detail for the constitution of the new Division in Kanara, *i.e.*, the difficulties which the Divisional Forest Officer in charge of the existing Division would have in taking charge of the plantations in addition to his ordinary duties. It is not apparent why, even if it be decided not to make a new Division, Mr. Copleston should not remain to start the plantations whether a new Division is made or not. He is the right man to have charge of the plantations until they get a fair start. If Mr. Copleston proposes to take leave, he should be asked to propose the arrangements to be made for charge of the plantations in his absence."

Government endorsement No. 6522, dated 7th July 1906 :—

"Copy forwarded to the Conservator of Forests, C. C., with reference to his letter No. 1258, dated 23rd June 1906."

Letter from the Conservator of Forests, C. C., No. 1471, dated 9th July 1906 :—

"I have the honour to forward herewith a report* received from Mr. W. E. Copleston who was deputed on special duty to study and inquire into the question of introducing Para rubber cultivation into the North Kanara District.

"2 Mr. Copleston has now come to the conclusion, after further consideration, that there is considerable risk of failure of ultimate success of the experiment, as the distribution of the annual rainfall in Kanara is not the same as in Ceylon.

"3. I am of opinion that under the circumstances it would be perphaps advisable to carry out the experiment on the scale sanctioned by Government in Government Resolution No. 4877, dated 18th May 1906, Revenue Department, and to abandon the alternative scheme for the establishment of a paying plantation of 200—300 acres. Mr. Copleston should be directed to give full

* Printed as an accompaniment to this Resolution.

particulars, which his experience in Ceylon might suggest, about the formation of the smaller plantation for the guidance of the officer in charge of the Kanara Division, where this plantation is to be established.

"4. If it is decided to postpone for the present the formation of a fourth Kanara Division, Mr. Copleston, who is now on special duty, could be permitted to submit an application for furlough for the consideration of Government."

Memorandum from the Deputy Conservator of Forests in charge S. C., No. 2974, dated 16th July 1906:—

"The undersigned returns compliments to the Under-Secretary to Government, Revenue Department, and has the honour, with reference to Government memorandum No. 6521, dated 7th instant, to state that Mr. Copleston having proceeded home on long leave, nothing can now be done about the plantations. From a letter received from Poona it seems Mr. Copleston has written some instructions about forming rubber plantations with his ideas as to what he thought should be done. He wrote a report upon his visit to Ceylon to the Conservator of Forests, C. C., here before proceeding to Poona to consult that officer, and undersigned forwarded it on. That report seemed to point to the fact that plantations of Para rubber would not succeed in Kanara owing to insufficient continuance of rain throughout the year, but otherwise it contained nothing that could be of use to anybody desirous of starting operations.

"2. Undersigned would be glad of any instructions that may be deemed necessary under the altered circumstances."

RESOLUTION.—It appears from Mr. Copleston's report that the prospects of rubber succeeding in Kanara are not very hopeful, for although the temperature is ideal from the point of view of rubber, the rainfall is too unevenly distributed over the year for Para which appears to be the rubber most worth cultivating. Mr. Copleston seems to have made a very practical inquiry into his subject while in Ceylon, and his advice to start with three small plantations of Para, Castilloa and Ceara of about 20 acres each should be acted upon. It is, of course, possible that Castilloa and Ceara may turn out to be suitable to, and remunerative in, Kanara.

2. Mr. Copleston should carry out the suggestion made by Mr. Talbot in the second sentence of paragraph 3 of his letter No. 1471, dated 9th July 1906, and a copy of the instructions should be forwarded to Government.

3. The Governor in Council is pleased to direct that Mr. Bell, on relief by Mr. Murray, should be given charge of the Division in which the rubber experiments are to be started, and should so far as possible supervise their inception himself. Meanwhile Mr. Edie should superintend the selection of sites and the starting of the plantations under Mr. Bell's direction.

G. MONTEATH,
Under-Secretary to Government.

Accompaniments to Government Resolution, Revenue Department, No. 7083, dated 25th July 1906.

Dated 7th July 1906.

To the CONSERVATOR of FORESTS, S. C.

SIR,—I have the honour to submit a short report on the results of my Ceylon tour.

2. The prospects of rubber cultivation in Kanara are not very bright, and I cannot recommend planting on a large scale, hence I propose to make small experimental plantations only.

I have, &c.,
W. E. COPLESTON,
Deputy Conservator of Forests on deputation.

No. 2782, dated 7th July 1906.

Forwarded to the Conservator of Forests, C. C.

After a perusal of the above report and conversation with the writer thereof, the undersigned cannot recommend any experiment on a large scale, and agrees with Mr. Copleston's suggestion to start small areas of 20 or 30 acres each for *Hevea*, *Ceara* and *Castillca*, but thinks that it is well worth the trouble and expense to make experiments on the small scale.

T. R. D. BELL,
Deputy Conservator of Forests in charge S. C.

Report on the introduction of Rubber Cultivation in Kanara.

My tour lasted from May 9th, date of arrival in Colombo, to June 19th, date of departure.

Tour in Ceylon.

The principal rubber districts are Kalutara, Kelani Valley, Matale, Galle, and lately extensive areas have been opened up in the Uva province on the eastern side of the Island.

The Government experimental plantations are at—

(1) Peradeniya near Kandy ;

(2) Heneratgoda ;

(3) Maha-Illupalama ;

and a few trees were planted about six years ago in the Government gardens at Anuradhapura.

On arrival I found that the Government officers were away in the hills, and I was unable to meet the Assistant Colonial Secretary and the Director of Agriculture till the 14th May.

In the meantime a visit was paid to Mr. Mee's estate (rubber and tea) in the Kalutara District. Mr. Mee showed me over the whole of his estate and explained his methods of opening up forest land and cultivating Para rubber.

On May 14th I met Mr. E. B. Denham, Assistant Colonial Secretary, Dr. Willis, Director of the Scientific Research Department, and Mr. C. Kelway-Bamber.

Dr. Willis advised me to visit the Government gardens at Peradeniya and the experimental rubber plantations at Maha-Illupalama and Heneratgoda.

All these places and other rubber plantations in Kalutara District, the Kelani Valley and Matale were visited. A diary accompanies showing my itinerary.

The various rubber yielding trees in Ceylon.

The following different kinds of rubber-yielding trees were seen in the Royal Botanic Gardens, Peradeniya :—

(*a*) Ficus elastica ;

(*b*) Castilloa do. ;

(*c*) Manihot Glaziovii (Ceara) ;

(*d*) Kicksia ;
(*e*) Funtumia ;
(*f*) Hevea Braziliensis (Para).

(*a*) Though Ficus elastica grows very rapidly and to a huge size, it is not considered a valuable rubber tree in Ceylon, and the Peradeniya experts have never recommended cultivating it. This Ficus grows to a far greater size and more rapidly than it does in Belgaum.

(*b*) Castilloa is also unsatisfactory. The latex from it is very difficult to coagulate, and planters are not cultivating it to any extent.

(*c*) The Ceara is also not generally cultivated now and is looked upon as a failure in Ceylon. The tree grows everywhere, and it spreads by natural seedlings and is easily propagated by cuttings. It yields excellent rubber, but usually dies off after tapping. It can only stand very light tappings with long periods of rest, so that the yield per tree seldom exceeds ½ lb. per annum. The general opinion in Ceylon is that the tree is not worth cultivating. On the well-known Culloden estate at Neboda (Kalutara) all the Ceara trees were felled and removed to make room for Para.

(*d*), (*e*) Kicksia and Funtumia are not cultivated and no rubber has been obtained from the specimens in the Peradeniya gardens.

(*f*) *Hevea Braziliensis.* This is the only kind of rubber cultivated extensively in Ceylon. It is a hardy tree which will grow on any soil. It thrives even on steep, rocky hills, growing in the cracks between the gneiss rocks. It is also found growing well on "Kabook," a wretchedly poor gravelly iron soil which is considered useless and even too poor for cultivating ragi, etc. The Para stands any amount of tapping and will yield rubber continuously throughout the year : the yield of a five-year old tree averages 1 lb. per annum, and this yield rapidly increases to 10 lbs. per tree, and some 25-year old trees at Culloden and Heneratgoda were yielding 25 lbs. of rubber a year.

The yields from Ficus elastica, Castilloa and Ceara are meagre in comparison with that of Para, and with such extensive plantations of Para, which will be coming into bearing within five years' time, the prospects for the former three species are poor, and it appears that Para rubber will swamp the market and drive out the other three species.

The climatic requirements for cultivating Para rubber in Ceylon.

As above stated, Para rubber will grow on practically any soil, and its adaptability in this respect is extraordinary. The tree, however, is not so accommodating as regards climate.

(i) *Suitable temperature.*—It prefers a moist, steamy climate with an average temperature of about 80° and a range of 65° to 95°.

The mean temperature in Ceylon varies from 81°·5 on the coast to 58°·3 in Newara Eliya (6,000 feet), and the rubber-growing districts have a mean varying from 80° on the coast to 73° at 3,000 feet.

The mean daily range of temperature, that is the mean of the daily differences of maximum and minimum temperature is about 10° near the coast and 19° at Ratnápura in the Kelani Valley, where Para grows particularly well.

There is also very little nocturnal radiation in the rubber districts, the mean difference between shade temperature and radiation ranging from 2° to 5° in Colombo, Kalutara, Kelani Valley and Galle.

At Anuradhapur, where the Para died off, nocturnal radiation reaches 6°·7.

In the year 1904 the maximum and minimum temperatures were:—

	Maximum temperature.	Minimum temperature.	
Colombo	92°·7	65°·0	Para grows well in these districts.
Galle	89°·5	68°·5	
Ratnapura	96°·7	55°·3	
Kandy	91°·8	51°	Para grows fairly well but not so vigorously.
Badulla	90°·8	56°	

The temperature in Kanara is as follows:—

	Minimum.		Maximum
In Kárwár it varies from about	65°	to	99°
In Siddápur do.	56°	to	96°
In Honávar do.	70°	to	94°
In Bhatkal do.	70°	to	90°

The temperature in Kanara appears to be ideal for rubber cultivation.

(ii) *Rainfall.*—The rainfall in Kanara and Ceylon was fairly normal in 1904. I have accordingly taken the figures for that year. The best rubber-growing districts have an average annual rainfall varying from 80 to 170 inches. The accompanying diagram* shows how evenly the rain is distributed. The diagram of the rainfall in the Kelani Valley is typical.

In the Kalutara, Kelani Valley, Colombo and Galle Districts the mean monthly rainfall taken for 30 years or more shows that the driest month of the year has a rainfall of 5 inches, and the heaviest fall is about 30 inches in one month.

In the neighbourhood of Kandy the rainfall is sufficient, though the planters this year considered that the rain was not enough for the Para.

At Badulla they barely get sufficient rain, while at Anuradhapura the Para died off from drought.

At Maha-Illupalama the young Para has to be irrigated regularly. The rainfall in 1905 at this Experimental Farm was :—

Jan.	Feb.	Mar.	Ap.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	Total.
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.
1·92	2·38	1 79	3·75	2·80	0·17	0·0	0·20	5·83	11·99	8·42	3·40	42·95

Here we have practically no rain for three consecutive months, and this break is too much for the Para. The leaves of the Para here shrivel up from the dry wind and even with irrigation and in very rich soil it does not thrive with this rainfall. In Jonson's book on Para rubber he states that Para is doing excellently with a rainfall of 35 inches to 45 inches at 1,500 feet and mean temperature 81½°, but this rain is well distributed, about 1 to 6 inches a month.

The accompanying diagram* shows the rainfall for the dampest forest in the Bombay Presidency. For five, and often for six, consecutive months there is no rain in Kanara. The degree of humidity cannot be nearly as high as that of Colombo, and I do not think that Para rubber is likely to adapt

Rainfall in Kanara not suitable for Para rubber.

* Not printed.

itself to the Kanara climate. Of course the Para rubber tree is deciduous, and it may winter through this period of drought if planted in spots well protected from wind and surrounded by high evergreen forest.

The prospects of getting a good yield of rubber are not good. In Ceylon, the F. Malay States and in other rubber-growing districts tapping can be carried on throughout the year. It is improbable that the latex would flow in Kanara from November to May, and tapping during this season might kill the tree. Again in June, July and August the rain is so heavy that the latex would be washed away, and this reduces the tapping season to September and October. Though the tree is deciduous and is in many respects very hardy, it shows no power of adapting itself to a dry period. It must have water throughout the year and really requires a steamy moist hot climate with rain throughout the year. The tree growth in Kanara is, generally speaking, finer than that of the Ceylon forest, and it is quite possible that some of the rubber trees will develop into finer trees in Kanara than in Ceylon, though the growth is likely to be much slower at first. In the forcing climate of Ceylon the growth is very rapid during the first ten years of the life of a tree, after which there is a falling off, and many species common both in the Kanara and Ceylon forests develop into finer trees in Kanara than in Ceylon.

Another advantage Kanara has is the cheap labour compared to Ceylon.

A plantation in Kanara will not cost much—barely one-half of what it would cost in Ceylon—and should it succeed, it may give a very high return. Owing to the unsuitable distribution of the rain the Para rubber is not likely to succeed, and only a small plantation of about 20 acres should be attempted.

The only other species worth trying are Ceara and Castilloa. I was not able to pick up much information about either of these trees in Ceylon, as the planters have given them up in favour of Para which promises much better returns. Though Ceara grows fairly well in Ceylon, it is easily killed by tapping, and one must be content with a small return in rubber.

Castilloa and Ceara do not require the same quantity of moisture and rain as the Para, and it is possible that one or both of these species will thrive in Kanara.

If Ceara becomes naturalised and regenerates naturally and freely as it does in Ceylon, it may spread in the Kanara forests and give a good return without any expense.

It yields excellent rubber with a greater degree of resiliency than the Para rubber.

In Ceylon Castilloa gives a free flow of latex, but it is difficult to coagulate it.

I propose to make small experimental plantations of about 20 acres each of these species. The area which will be planted up depends much upon the way in which the seeds germinate and how the seedlings grow in the nurseries, but I do not propose to plant up more than 70 acres in all. This will be ample to prove whether rubber will grow in Kanara.

W. E. COPLESTON,
Deputy Conservator of Forests on deputation.

No. 719 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 10th August 1906.

G. MONTEATH, Esq., I.C.S.,
UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY.

SIR,—I have the honour to acknowledge receipt of your communication No. 7084 of the 25th July, together with copies of a Press Note and Government Resolution in connection with the proposed experiments in the cultivation of rubber in the Kanara District.

I am in reply to convey my Committee's thanks for the interesting information supplied, and to mention that they would be obliged if you would be so good as to communicate to them from time to time the results obtained in the experimental plantations above referred to.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 9120 OF 1906.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 24th September 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward, for your information, a copy of Government Resolution No. 9118, dated 24th September 1906, in connection with the proposed experiments in the cultivation of rubber in the Kanara District.—I have, &c.,

G. MONTEATH,

Under Secretary to Government.

Rubber.

Experiments in the cultivation of—

in Kanara.

No. 9118.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 24th September 1906.

Letter from the Conservator of Forests, C. C., No. 1804, dated 3rd August 1906 :—

"With reference to paragraph 2 of Government Resolution No. 7083, dated 25th July 1906, Revenue Department, I have the honour to send herewith a copy of the instructions* about rubber planting in North Kanara referred to. These instructions were received by last mail from Aden from Mr. Copleston, who lately proceeded home on furlough.

"2. Another copy was sent to Mr. Bell, Deputy Conservator of Forests in charge S. C., who will, with the instructions contained in paragraph 3 of the Government Resolution, be able to take action in the matter.

"3. It is proposed to increase the Gersoppah plantation area to 50 acres if the first year's experiment turns out successful. The total cost of all three plantations for the next three years is estimated at Rs. 3,764. The expenditure for 1906-07, Rs. 2,052, can probably be arranged for by transfers in the present year's budget of the Southern Circle.

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* Printed as accompaniments to this Resolution.

"4. The proposal to increase the Gersoppah area and the general estimate of cost which appears resonable may, if they meet with approval, be sanctioned."

RESOLUTION.—The recommendation made by the Conservator of Forests, C. C., in paragraph 4 of his letter is sanctioned.

2. Endeavours should be made to provide means of irrigation if necessary. Mr. Copleston's report does not show conclusively that irrigation will be useless, and the Economic Botanist has expressed unofficially the opinion that it ought to be tried. He should be communicated with on the subject.

G. MONTEATH,
Under Secretary to Government.

Accompaniments to Government Resolution, Revenue Department, No. 9118, dated the 24th September 1906.

Dated 14th July 1906.

To the CONSERVATOR OF FORESTS, C. C.

SIR,—As I am to proceed on furlough at once, I have the honour to forward herewith a detailed report of my proposals for experimental plantations in Kanara.

Should the scheme meet with your approval, I request that, before forwarding this report to the Government for sanction of the necessary expenditure, a copy be sent to the Conservator of Forests, S. C., for his information.

2. Hevea Braziliensis (the Para) appears to be *the* rubber tree of the future. In a suitable climate it withstands almost continual tapping and in Ceylon it seems to yield ten times the amount of rubber that any of the other trees give.

Ceara (Manihot Glaziovii), Castilloa and Ficus Elastica cannot stand much tapping. They all require a long period of rest, consequently the yield in rubber per annum is only about 1 lb. per tree.

Chief attention should be paid to the cultivation of Para in the proposed 50-acre plantation.

In the two 10-acre plantations at Yellápur and Kadra, Ceara and Castilloa with a few Para should be tried.

3. In the tea, cocoa and rubber plantations splendid results have been attained by growing certain nitrogen-collecting leguminous trees as shade trees and for green manure.

The fast growing thornless Erythrina, if it thrives in Kanara, may prove of great value to the supari gardeners and for manuring sugar-cane fields.

The tree will stand 2 or 3 strippings a year and the green leaf manure is rich in nitrogenous matter.

I have already obtained seed of Erythrina Lithosperma, and have distributed it to the Range Forest officers of Yellapur, Sirsi, Siddapur and Honaver.

I hope that Government will approve of the experiment. The expenditure in connection with the attempted introduction of the Erythrina and Albizzia Moluccana should not exceed Rs. 75.

Should either of these species thrive, it is hoped that the Revenue Department will encourage the gardeners and rayats to plant the trees along the boundaries of their gardens and fields.

4. With Para plantations giving a net yield of from lb. 40 to lb. 80 per acre, the question will naturally be asked, why not grow it under irrigation.

I have not recommended irrigation for the following reasons :—

(*i*) The young Para trees under irrigation in the North Central Province of Ceylon, where the dry season lasts less than three months, seem to suffer from dry winds, and irrigation cannot supply the moist steamy climate which seems so necessary for the Para.

(*ii*) In the whole of the Kanara forests I know of no flat *rich* area of sufficient extent. The only irrigable lands not under cultivation in Kanara are very small narrow valleys with usually about 20 acres of flat area. The rice lands in Kanara are very deficient in depth of soil.

(*iii*) Before going to the expense of irrigating a Para plantation, the growth of the tree without irrigation should be studied. If the tree cannot live in Kanara without irrigation, the yield in latex with it will probably be poor.

(*iv*) Possibly one or two of the landowners in Kanara may be persuaded to cultivate small areas of Para under irrigation from natural streams in their fields.

5. Though I have dwelt upon the necessity for ground cover and light shade for the young rubber I have not recommended cultivating any economic crop with it.

Either cocoa or coffee might thrive, and cocoa provides an excellent ground cover and will stand comparatively dense shade.

I have not suggested this combination as I am sure that the Forest Officer would not be able to give sufficient attention to the plantation.

With a deluge of rain from June to September, followed by a long dry period, one would expect the cocoa fungus disease to be more troublesome in Kanara than in Ceylon, and the planter has to watch his crop very closely to keep disease out.

Even in the case of Para, a forest tree that requires comparatively little attention, the Government plantations in Tenasserim, S. D. Kanara and Ceylon have been more or less ruined by animals and fungoid diseases. This shows the necessity of the planter living permanently in the plantations and a forest officer who has perhaps a thousand square miles of forest to look after cannot manage a plantation of rubber with cocoa, &c.

6. It is proposed to open up 18 acres in 1906-1907 in addition to the two 10 acre plantations, and 32 acres in 1907-1908. The larger area is to be planted up in 1908 and should the growth of the Para seedlings be unsatisfactory, the 32 acres should not be cleared in December 1907.

7. The estimated expenditure is as follows:—

Sums required in W. D. Kanara.

For Gersoppa, 50 acre plantation.

	Rs.
1906-1907	1,332
1907-1908	1,312
1908-1909	300

For Kadra, 10 acre plantation.

1906-1907	360
1907-1908	50

Sums required in S. D. Kanara.

For Yellapur, 10 acre plantation.

1906-1907	360
1907-1908	50

8. I have added some notes on the prospects of camphor. If it is found possible to obtain sufficient seed, camphor should be planted between the rows of rubber in all three plantations.

The seed should be obtained in November and sown at once.—I have, &c.,

W. E. COPLESTON,
Deputy Conservator of Forests.

SEEDS TO BE OBTAINED.

Para rubber.—Though seed of this species is available in small quantity from the end of June, the early seed germinates badly and would not give satisfactory results. After the capsule drops off and scatters its 3 seeds on the ground, Para seed will not last more than 10 days. If seeds are obtained when the majority of fruit are ripening, the required quantity can be collected in a day and packed off perfectly fresh.

As Para rubber is by far the most valuable rubber producing tree, every effort should be made to introduce this species. Should it thrive in Kanara a fine return is certain, whereas in the case of Ceara and Castilloa it is doubtful if the yield will repay the cost of cultivation.

It seems probable that a Para rubber tree will yield 10 times the quantity of rubber that Ceara or Castilloa is likely to give.

For the above reasons more Para seed should be ordered than Ceara or Castilloa. The seed should be despatched from Ceylon by post in *double* bags weighing 6 lbs. or 11 lbs. each. Five rupees per 1,000 is the lowest price at which really reliable seed can be obtained at present.

ESTIMATE FOR PARA SEED GIVEN BY MR. C. O. MACADAM OF CULLODEN ESTATE.

	Rs.	Cents.
Cost per 1,000 ... ... =	5	0
Packing in double bags... ... =	0	10
Carrying to station 12 miles by special runner ... ... =	0	10
Postal charges to India... ... =	1	60
Customs 6 per cent.	0	20
	7	0 per 1,000 seed.

Mr. Macadam, Superintendent of Culloden Estate, Neboda, could probably supply the seed, but it would be as well to give the order now. About 1,000 to 1,200 seed would be contained in a parcel of 11 lbs.

Mr. C. C. Mee of Neuchatel, Neboda, could also supply good seed from healthy trees at Rs. 5 per 1,000.

A letter has lately been addressed to the Conservator of Forests, Mr. T. J. Campbell (Kandy), asking him if he has a small quantity of Para rubber seed to spare from the forest plantation of Kirossa (Rombukkana) free of charge, but seed from the other forest plantations should be refused as the trees are infected with a fungoid disease (Nectria) which some times attacks the seed.

15,000 seed would be ample to plant up 30 acres with Para 10′ × 10′, that is, 435 trees to the acre.

I would suggest ordering 10,000 seed from the Culloden Estate and 5,000 from Neuchatel (Auguarastota).

COST OF PARA SEED, &C.

Number of seed.	Rate per 1,000.	Whence obtainable.	Total cost.
	Rs. a. p.		Rs. a. p.
10,000	7 0 0	C. C. Macadam, Esq., Superintendent, Culloden Estate, Neboda, Ceylon.	70 0 0
5,000	7 0 0	C. C. Mee, Esq., Neuchatel, Auguarastota, Neboda, Ceylon.	35 0 0

SEEDS.

Ceara, Manihot Glaziovii.—Ceara seed will keep any length of time and each seed must be filed to hasten germination. Without filing the seed may be dormant for more than a year.

The Superintendent, Pitfield, Matale, was asked to supply 10,000 seed, as he was advertisting seed at Re. 1 per 1,000. He replies that his crop is exhausted and seed will not be ready until February next.

Letters have been addressed to Messrs. Lyall, Forsyth, Macadam, asking them if Ceara is obtainable now. Should any of them be able to supply the seed now, they should be asked to send one or two filed specimens with the consignment.

The filing may be done at the two sides of the seed, just rubbing away the hard integument, as shown by the dotted lines

Ceara seed is cheap, Re. 1 per 1,000 and the postage, &c., would be—

Number of seed required.	Estimated cost per 1,000 including packing, post, &c.	Whence obtainable	Total cost.
	Rs. a. p.		Rs. a. p.
9,000	2 0 0	The Superintendent, Pitfield, Matale.	18 0 0

N.B.—Rs. 2 is a rough estimate. This seed is generally obtainable at Re. 1 in Ceylon.

1′ Ceara cuttings put in June should grow well.

Since writing the above, I hear from Ceylon that Ceara seed are now selling at Rs. 5 per 1,000.

In Ceylon the Ceara rubber tree grows rapidly reaching a height of 30 feet and girth 20 inches in two years. It is however a small tree and seldom reaches 50 feet in height.

It is deciduous and is leafless in the dry weather.

Though it requires less moisture than the Para the rainfall in the Ceara Province is much more evenly distributed than that of Kánara.

Probably it will not stand more than one 30 day period of tapping (September) in Kánara.

Castilloa Elastica Seed.

On July 3rd, 5,000 Castilloa seed were sent to Honáver for sowing in the Gersoppa Nursery, also 1,000 to Yellápur for sowing there. The Superintendent, Kondesalle, Kandy, supplied 6,000 seed at Rs. 5 per 1,000 and charged Rs. 5 for packing and postage. I have asked him to send some more seed charging Rs. 5 per 1,000 and the exact cost of packing and postage.

Number of seed.	Cost per 1,000 including postage, &c.	Whence obtainable.	Total cost.
	Rs. a. p.	Superintendent,	Rs. a. p.
12,000	6 0 0	" Kondesalle, Kandy.	72 0 0

All these 12,000 seed have been ordered.

It is not intended to plant up a greater area with Castilloa than with Ceara, but a greater number of seed have been ordered as it is expected that many of the seed will fail to germinate.

All seed should be obtained direct from the planters and not from dealers such as William Brothers or Abraham.

The seeds should be sown an inch deep and should germinate within 3 weeks.

The seedlings require light shade and watering.

In Mexico the Castilloa grows to a huge size, but it cannot withstand much tapping.

Seeds of Shade Trees.

The young plants of Para and Castilloa will require shade both in the nursery and in the plantations. During October to end of May the seedlings in the nursery may be *lightly* shaded in the same manner as the supári gardeners shade their Cardamom and Areca palm seedlings, and the positions they select, *viz.*, wet low-lying ground with good alluvial soil are just the spots suitable to Para seedlings, but the beds must be raised at least a foot and if boggy deep ditches 2 feet wide and 1½ feet deep should be dug.

If artificially shaded the palm leaves or grass, or whatever is used for laying over the frame work of the shade, mandwa, should be at least 2 feet above the highest shoots of the seedlings. This shade must be light and should as far as possible simulate the shade of a tree with light foliage, such as the Albizzia, or rather a thin topped Poinciana.

As an experiment one of the beds should not be shaded, but it is probable that the seedlings will require shade from October to June. During the rains the shade should be removed altogether.

In the plantation, shade will be necessary probably for the first year during the dry season but not during the rains.

The only way to obtain this is to plant up the plantation with a suitable tree such as an Albizzia, Erythrina or Peltophorum.

A leguminous nitrogen-collecting tree is preferable.

The two species which are in favour in Ceylon now are Albizzia Moluccana and Erythrina Lithosperma.

The former grows very rapidly with a good spread and the latter is a splendid green manure.

The first may thrive at the foot of the ghats and the latter above ghat, but both should be tried at high and low level, and should either of these trees thrive, the supari gardeners should be encouraged to cultivate them near their gardens, for "Soppu." Cuttings of Erythrina grow rapidly. The cuttings should be about 4′ to 5′ long and 6″ girth and must be put in in June in heavy rain.

In the plantation these shade trees should be lopped at a height of about 5 feet and should never be allowed to overtop the leading shoot of the rubber after the rubber plant has established itself.

Probably it will be found sufficient to shade the rubber from the time it is first put out in June until June of the following year, when the shade trees should be lopped back ruthlessly at a height of about 4 feet, taking off any side branches which may threaten to interfere with the rubber. This lopping should take place early in June and the shade trees should be cut in such a manner as to prevent them from throwing shade over the tops of the rubber plants from June to September. From October the shade trees should be allowed to spread over the seedlings during their second

dry season, after which they should not require further shade, and the shade trees should again be cut back in May or June. The loppings will always be left on the ground in the rains to check wash and enrich the soil.

Erythrina may be skinned of its leaves by hand-pruning or by cutting the small twigs off with a bill hook twice a year, once in June and again in September, and the prunings will be left on the ground for manure round the foot of the rubber.

It is hardly worthwhile burying in the prunings. Some of the most experienced planters in Ceylon think very highly of "Dadap" (Erythrina Lithosperma) as a manure.

Albizzia Moluccana also enriches the soil, but its chief value lies in its extraordinary rapid growth and power as a soil opener.

The Albizzia is more useful in a rubber plantation than the Erythrina. The latter would be very useful for manuring supari gardens and sugarcane, &c.

ERYTHRINA LITHOSPERMA.

Quantity of seed required.	Cost per lb. including postage.	Whence obtainable.	Total cost.
	Rs. a. p.		Rs.
About 22 lbs = 55,000 seed. Range Forest Officer, Honaver, has probably received about 16 or 17 lbs. of seed and Range Forest Officers, Yellapur, Siddapur, Sirsi, about 2 lbs. each.	2 6 9	W. Tyall, Superintendent, Alloowiharie Matale, Ceylon.	55

The price of Erythrina Lithosperma (called "Dadap" in Ceylon) is Rs. 2 per lb. Probably about 2,500 seeds go to the lb.

Seeds of Dadap have been forwarded to the Range Forest Officers Yellapur, Sirsi, Siddapur and Honaver. They should report the weight received.

The Dadap is a small tree and may in Kanara be planted 20′ × 20′ or even 10′ × 10′ for shade.

ALBIZZIA MOLUCCANA.

Number of seed required.	Cost per 1,000 including postage, &c.	Whence obtainable.	Total cost.
			Rs. a. p.
About 5,000 ...	Price not known. Probably only a few annas per 1,000, say, 1½ rupees including postage.	Culloden or Neuchatel Estate.	7 6 0

This tree, which grows very rapidly and to a great size, must be pollarded at about 4 feet. It should be planted 20′ × 20′.

To help the rubber through the first two dry seasons shade will be very necessary in Kanara, and about 5 acres of the Para plantation should be planted 10′ × 10′ with rubber 20′ × 20′ with Albizzia Moluccana, and 20′ × 20′ with Erythrina Lithosperma, the remaining areas 10′ × 10′ or 10′ × 20′ with rubber and 20′ × 20′ with either Albizzia or Erythrina.

Should these exotics fail, Peltophorum, which has grown well and rapidly in the Empress Gardens at Poona, or some indigenous leguminous trees may be substituted.

Another plot of an acre or two may be sown with Crotolaria Striata to get a complete ground cover and when the crop flowers it should be buried in as green manure.

The shade bearers should be planted out next June over the whole plantation, whereas most of the rubber will be planted in June 1908.

In the management of the plantation it must be kept in mind that Hevea is a greedy light-demander. Castilloa elastica requires to have its head quite free of shade and it is only during the first year or two of the plant's life in the nursery and while the plants are getting a hold of the soil in the plantation that shade is necessary, but *this shade should be cut back as far as possible from June to the end of September.*

In Ceylon the Para is not shaded as a rule either in the seed beds or in the plantations, but it is practically certain that the tree will not stand the long dry season with continual sun in Kanara without shade.

Selection of Nursery and Plantation.

Position, Aspect, &c.—The Para rubber is more likely to thrive below ghats than above. Ceara may grow in Yellapur or Kadra, the other two species should be tried chiefly below the big evergreens of Malemane or in Bhatkal.

A rich deep alluvial soil moist all the year round and with a good supply of water is required for the Para Nursery.

In selecting the plantation a damp steamy hollow shut in practically on all sides by hills, surrounded entirely with high evergreen and wet and boggy along the bottom of the valley should be sought for.

The plantation should not extend to exposed hill tops as the tree is very susceptible to winds and the soil will all be washed away if the upper slopes are cleared.

Avoid steep slopes as it will be very difficult to prevent denudation with a rainfall of perhaps 60 inches in one month.

A valley protected on the west by a hill closed with evergreen forest would shelter the trees from the evening sun. The Para should be planted in the banks of the streams and even deserted boggy rice fields would suit it with a little draining.

The tree thrives in Ceylon on rocky steep hill sides almost as well as on alluvial flats and it can stand flooding for the greater part of the year, so that the plantation may include a little rocky ground as well as flat ground though the bulk of the plantation should be nearly flat and if possible the soil should be a rich deep alluvial deposit.

In Kanara the trees along the banks of the larger rivers often suffer from too much sun after the floods and a valley drained by a small perennial stream would be preferable.

Orders have already been issued for 10 acre plantations at Yellapur and Kadra. The climate along the ghats of Honaver and Bhatkal appears to be much better suited to rubber trees. The forests above

Gersoppa are more tropical than those of Yellapur and the flora is nearer that of the Malawan forests.

If the seedlings at Yellapur and Kadra do not show vigorous growth I would recommend reducing the two 10 acre plantation to 5 acres (or abandon them) and chiefly Ceara should be tried in these places.

The officer in charge of the experiment will be more likely to get satisfactory results by concentrating his attention on one plantation leaving the two small plantations to the Divisional Forest Officers and their subordinates.

Elevation.—The coast climate is more suitable than the above ghat, but there are probably suitable sheltered areas below Malemane and Doddamane below 1,500 feet.

Rock and Soil.—Laterite should be avoided. Hills of granite, gneiss or a rock rich in lime of similar composition to the Yam rocks (Dolomite) would give a suitable soil in the valleys below.

Climate.—The Gersoppa and Bhatkal temperature is more equable than in other parts of Kanara and the range here from 70° to 95° is just what the rubber requires. The rainfall is not suitable any where in Kanara, but the humidity of atmosphere and soil is greater in the midst of large stretches of evergreen forest, such as one finds about Doddamane and Malemane, than elsewhere.

METHOD OF CLEARING AREA FOR THE PLANTATION.

Though the narrow wet deserted grassy rice fields found occasionally in the midst of large forest areas are suitable if clean weeded and drained, the growth of rubber will be more vigorous on an area freshly cleared of heavy jungle than on an area which has long been under grass and scrub; on no account should scrubby jungle be selected. In Ceylon everything is felled and when dry it is burnt clean. This generally leads to denudation and waste of much valuable leaf manure and humus.

The better method is to cut (in November) all the small growth in the evergreen, that is, everything under a foot girth, leaving the upper canopy intact. Heap up this small material and burn it off when thoroughly dry, letting the fire spread over the whole area. Then line out the holes and dig them 1½ to 2 feet deep and 2 × 2½.

Spread the dug out earth in a crescent form on the lower side of the hole or, on level ground, throw it out over the burnt ashes to prevent them from being washed away.

The object of putting the dug out earth on the lower side of the hole is to form a miniature dam to catch the minute organic matter washed down in the rains.

This will manure the rubber trees.

This dug out soil and gravel is never put back in the hole, but as soon as the holes are dug, good rich black earth such as one finds immediately below the dead leaves in an evergreen is scraped up from the higher side of the hole and at 3 or 4 feet distance from it, and the hole is filled with this earth and left in this state for 5 or 6 months before the planting takes place. This holing and filling in would be done in December or January before planting out. As most of the plants in Kánára will remain in the nursery from September to June of the second year, that is, 21 months, holing for the rubber will be partly done in December 1906, and partly in December 1907.

As soon as the work of cutting and burning the small trees and under growth and of lining out, holing and filling up the holes is complete, the large trees must be felled and the branches lopped off and burnt, any valuable timber should be removed *immediately* and all the soft wood may be left to rot. The branches may be removed for fire wood or heaped up for burning, and the leaves and small twigs should be left on the ground to protect the ash of the former burning from wash. In making this final burning the branch wood should be burnt heap by heap and it would be better not to let the fire spread over the whole area during this second burning.

The advantages of having a preliminary burning of the under growth are—

(1) The ash is protected by the leaves which fall from the over wood. Many of the big trees will suffer from the fire and the ground should be well covered by leaf before the final clearing.

(2) The felling and handling of the big timber is easy when not incumbered with the under growth.

(3) Valuable timber is not damaged by fire. The felling is done at about 2 feet high. Usually the stumps of the trees are left standing about 2 feet high. With evergreen species these will soon disappear.

As a rule in Ceylon the rubber is planted out as "stumps." A stump is usually a nine month old seedling in Ceylon and a 9 months' seedling grown in a suitable climate is from 3 to 6 feet high with a tap-root 1 to 3 feet long. About one-half of the main shoot is soft with green bark and the lower half is woody with grey bark. The plant is stumped just above the spot where the grey bark ends by cutting most of the leading shoot off with a *koita*. This leaves the plant leafless and gives the root-system a chance to get a hold of the soil before fresh leaves appear. Various methods of planting should be tried with Para. At least $\frac{1}{3}$th of the area should be planted up with 21 month old stumps, $\frac{1}{3}$th with 9 month old stumps and the remaining $\frac{1}{3}$th with 3 or 4 month old seedlings in bamboo baskets and not stumped. June is the month for planting. Except the basket planting no planting should be done on a dry day.

Basket Planting.

The bamboo baskets could be made in Kánára at about Rs. 2 per 1,000. They should be about 6" diameter at the mouth and 15" deep tapering to a point. A specimen basket is sent herewith, but this one is rather badly made and not quite strong enough.

The baskets should be prepared now and kept ready at the nursery for the seed at the end of August. The baskets are filled with rich soil and one germinated seed is placed in each basket, the seed being lightly covered with fine earth. The baskets are placed touching one another and all the interstices are well packed with earth.

The Para seeds should be placed almost touching one another on the germinating bed and should be three parts covered with fine sandy earth. The seed must be regularly watered if not rained upon daily. Germination should take place within a week and the bed must be picked over carefully daily while the seeds are germinating. As soon as a seed germinates it must be placed in a basket.

About 3,000 Para. seed should be treated in this manner. This may be sufficient to plant up about 6 acres with 435 plants an acre. Each of these young basket plants should be protected from animals

by putting round it a small bamboo *tatti* made of split bamboo about 2 feet in diameter at base, 3 feet at top, and 2 to 3 feet high, sinking the bamboo about 3″ in the ground.

It will be necessary to water these plants from the day they are put in up to June, for the first week daily and afterwards every second or third day.

Should they show signs of drying up, a light cover of grass may be placed over the top of the bamboo protector during the hot weather.

As animals are very fond of young rubber shoots the bamboo or palm leaf guards are necessary,.

The remaining 12,000 Para seed will be sown at intervals of about 1 foot in the seed beds, each bed being raised about 1 to 1½ feet above the level of the 2 feet paths between the beds.

The seed should be barely covered with fine earth. When there is no rain the beds must be regularly watered.

Ceara seed must be filed. Both Castilloa and Ceara will be sown at intervals roughly of 6 to 12 inches. Both require about 3 weeks to germinate.

Fencing of Nursery.—Wire netting with 1 inch mesh is useful in keeping out hares, &c. As the nursery fence is only to last 2 years, bamboo will suffice.

The fence should be 5 feet high and for a height of 2 feet the bamboos should be touching one another, so that hares cannot get through. To prevent pigs from breaking through, the fence must be supported with fairly strong uprights.

Fencing the Plantations.—Barbed-wire fencing is necessary and it must be kept in perfect order and inspected daily by the forest guard in charge.

The wire fencing alone is not sufficient to keep cattle and deer out and the fence should be strengthened with stout 8 feet dowgi bamboos put in slanting with about 2 feet of thin side branches left on them.

Each bamboo must be interwined in the wire or fastened to it with wire ties and must be pushed into the ground bringing the height of the fence up to 4½ or 5 feet.

The Government plantation in Tenasserim and in South Kanara have been partially ruined by cattle and deer as they were not well fenced.

Draining.—Swampy land must be well drained with good deep drains intersecting at distances of 20 to 30 feet; the earth and stuff dug out helps to raise the plants above the water level.

On hill sides drains at intervals of about 30 feet with a gradient of about 1 in 25 prevent wash in the heavy rains.

These drains should be dug 2 feet. by 1½ deep and the soil taken out should be spread over the top of the ashes before the thunder-storms come on.

On steep rocky slopes the ground has to be terraced at intervals of 30 feet with low rough stone walls a foot or two high. This prevents wash.

The cost of draining or terracing would be about Rs. 5 an acre.

TIME FOR MAKING CLEARINGS, &C.

1st Clearing.—To be planted up with 3-months old basket plants. The various methods of planting have been sketched out above.

For the basket planting a small area of about 3 acres must be completely cleared and holed out by the end of November next. This should be planted up with basket plants as soon as cleared and fast growing shade trees should be introduced.

Another 3 acres should be cleared of undergrowth and most of the trees, leaving only a few small shade trees. If suitable trees are not found, the whole 6 acres must be completely cleared and burnt off at the end of November, suitable shade trees will then be introduced.

2nd Clearing.—Another area of about 12 acres will be cleared of undergrowth and burnt off in November and holed out. The trees will be felled and the branch-wood burnt in January or February.

Nine-month old stumps will be put out in this area in June. Also shade trees should be introduced as soon as possible.

3rd Clearing.—The remaining area of about 30 acres will be cleared of undergrowth in November or December 1907, holed in December or January and treegrowth felled and branch-wood burnt off in

February 1908. This area will be planted up with 21-month old stumps in June 1908. Shade trees should be put out as soon as possible after clearing.

N.B.—Should the *Para* rubber in the nurseries and in clearings 1 and 2 be a failure and not show satisfactory growth, this 3rd clearing should not be made.

TIME FOR PLANTING.

6 acres to be planted up in December 1906 with basket plants.
12 „ „ in June 1907 with 9-month stumps.
30 „ „ in June 1908 with 21-month old stumps

TIME FOR FENCING.

The fencing cannot well be done before the area is cleared and the 6 acres planted up. The 12 acres clearing in December 1906 should be situated at one end of the area selected for the plantation and may be wire-fenced with a permanent fence on one side and closed with a temporary fence such as the Kumriwalas make of felled trees on the other sides.

The permanent fencing will be completed after the 30 acres clearing is made in February 1908.

RATE OF GROWTH.

The rate of growth both in the nurseries and in the plantations will indicate the future prospects. The height, growth and girth increment at 3 feet from the ground should be carefully noted and recorded twice a year. The measurements of certain trees should be taken about June 1st just before the monsoon and again about November 1st.

The growth of artificially watered plants will not be a true test of the suitability of the climate and it will be necessary to keep a record of at least 20 of the plants which will be put out in June 1906. A numbered post or stone will be placed adjacent to each test plant. To get a satisfactory yield the growth of the trees must be vigorous. In Ceylon young Para seedlings grow 6 feet in height and 3 inches in girth during the first year. The mean annual increment during the first to fifth years should be 4 inches in circumference and 5 feet in height.

By the end of the fourth year the tree may be large enough for tapping. In the Ceylon plantations the 5-year old rubber averages from 25 to 30 feet in height and over 20 inches in girth at 3 feet from the ground.

From a commercial point of view the rate of growth during the first few years of the life of the Para tree is very important. In Ceylon, South India, and the F. M. S. plantations which do not show an average annual increment of 4 inches (girth) are not regarded as satisfactory.

In the best rubber districts in Ceylon straight grown Para plants, which had been 9 months in the nursery and 3 years in the plantations, usually exceeded 20 feet in height. From the reports on the Malay plantations the growth there seems even more rapid.

As the latex is chiefly stored up in the lower 10 feet of the tree, diameter growth is more important than height growth, though the latter indicates the suitability of the soil.

Unless the diameter growth of uninjured plants during the first five years after the plants have been put out in the plantation exceeds 3 inches per annum at 3 feet from the base, the climate cannot be considered suitable for Para.

Method of hastening diameter growth.—Usually the young Para tree developes a straight stem of 20 feet with scarcely any side branches; most of the 30-year old trees at Heneratgoda have long straight stems without branches to a height of 30 to 50 feet, the total height being about 80 to 90 feet. There are also some trees branched low down in these gardens, and these forked trees have a much greater diameter. In fact the girth of the forked trees runs to nearly 100 inches, whereas the straight grown tree, is less than 70 inches in circumference.

By thumb nail pruning of the terminal bud branching can be induced.

In the Perideniya gardens there were two 2-year old straight grown trees of equal girth.

One of these was thumb nail pruned in February. I measured them on the 26th June and the pruned tree exceeded the other in girth by $\frac{3}{8}$th of an inch. Generally the girth increment of a forked or well branched tree would be merely one inch a year above that of the clean-grown tree.

As high tapping is laborious and expensive and since the latex is stored chiefly in the lower parts of the tree the advantages of rapid girth-growth are obvious.

A 2 or 3-year old tree carefully pruned often carries four times as many leaves as a non-branched tree of the same age ; hence the girth increment of the pruned tree is more rapid and it is likely to reach the minimum tapping size (say, 20-inch girth) in 4 years, while the straight clean-grown tree would not reach this dimension in less than 5 years.

The branching tree saves much weeding and protects the surface soil.

Should the Para in Kanara reach a height of 8 to 10 feet at the end of two years in the plantation, I would strongly advocate pruning by hand.

This can easily be done by bending over the tree and nipping off the terminal bud, taking off about a quarter of an inch with the thumb nail. The wound is protected almost instantaneously by a flow of latex and there is little chance of the nectria fungus or any other disease getting in.

Protection from Fire.

Para rubber is extremely sensitive to fire and no grass or inflammable matter should be left in the plantation during the dry season. Nothing should be burnt even in the near neighbourhood.

I have seen the plantation badly damaged by the hot air from the burning of a neighbouring clearing.

Estimated cost of the 50-acre plantation for the year 1906-1907.

	Rs.	a.	p.
Preparation of nursery beds fencing the nursery. (Actual cost may be obtained from the Range Forest Officer, Honaver (say))	30	0	0
3,000 bamboo baskets at Rs. 2 per 1,000	6	0	0
2,500 bamboo guards at ½ anna each	78	0	0
15,000 Para seeds at Rs. 7 per 1,000	105	0	0
Carried over ...	219	0	0

	Rs.	a.	p.
Brought forward ...	219	0	0
9,000 Ceara seeds at Rs. 6 per 1,000	54	0	0
12,000 Castilloa at Rs. 6 per 1,000...	72	0	0
22 lbs. of Erythrina Lithosperma at Rs. 2-4-0 per lb...	49	8	0
5,000 Albizzia Malucanna seed at Rs. 1½ per 1,000	7	8	0
2 men watering seed beds from September 1st to March 31st, 7 months, at Rs. 8 per month each.	112	0	0
2 men watering 2,500 basket plants in the plantation from December 1st to March 31st, 4 months, at Rs. 8 each per month	64	0	0
Clearing and burning undergrowth at Rs. 6 per acre for 18 acres	108	0	0
Felling trees and clearing branchwood at Rs. 6 per acre for 18 acres	108	0	0
Lining, holing, filling in 435 holes per acre for 18 acres at Rs. 7 per acre	126	0	0
Draining at Rs. 9 per acre, 18 acres	162	0	0
[The sowing and planting will be done by the forest subordinates under the supervision of the Divisional Forest Officer]			
Erection of temporary hut for Superintendent.	50	0	0
Shed for kitchen	10	0	0
Huts for Range Forest Officer	20	0	0
2 huts for guards at Rs. 10 each	20	0	0
Fencing 18 acres excluding cost of material ...	150	0	0
	1,332	0	0

ESTIMATE OF EXPENDITURE FOR 1907-1908.

	Rs.	a.	p.
2 men watering nursery from April 1st to June 15th, 2½ months, at Rs. 8	40	0	0
2 men watering 2,500 plants from April 1st to June 15th, 2½ months, at Rs. 8	40	0	0
2 men watering nursery from September 1st to March 31st, 1908, 7 months, at Rs. 8	112	0	0
Clearing and burning undergrowth over 30 acres at Rs. 6 per acre	180	0	0
Felling big trees and clearing away branches at Rs. 6 per acre	180	0	0
Lining out, holing and filing in 30 acres at Rs. 7 per acre	210	0	0
Draining 30 acres at Rs. 9 per acre	270	0	0
Planting up 12 acres in June 1907, 16 coolies, one acre a day, at 4 annas per man per day ...	30	0	0
Fencing whole area of 50 acres with barbed wire and bamboo	250	0	0
	1,312	0	0

The planting of 10 acres with 9 month old Para in June 1907 and 2 acres with Ceara and Castilloa and planting in shade trees cannot be done by forest subordinates alone.

ESTIMATE FOR 1908-1909.

2 men watering nursery from April 1st, 1908, to June 15th, 2½ months, at Rs. 8	40	0	0
Weeding in June 1908 and again in September 1908 and again in December 1908, Re. 1 per acre each weeding for 50 acres at Rs. 3 ...	150	0	0
Planting up 30 acres with Para rubber and shade trees at Rs. 3 an acre	90	0	0
Repairs to fence, clearing out drains, &c.	20	0	0
	300	0	0

THE KADRA PLANTATION IN W. D. KANARA.
ESTIMATE FOR 1906-1907.

	Rs.
Preparation of nursery beds and fencing the nursery with bamboo	20
2,000 bamboo baskets at Rs. 2 per 1,000 (only one-half the plants will be put out in baskets).	4
One man watering seed beds from September 1st to 31st March, 7 months, at Rs. 8 per month	56
Clearing and burning undergrowth in December 1906 from 10 acres at Rs. 6 per acre	60
Felling trees and clearing branchwood in February 1907 from 10 acres at Rs. 6....	60
Lining out, holing, filling in 435 holes per acre at Rs. 7 per acre, 10 acres	70
One temporary hut for guard and cooli...	10
Fencing 10 acres excluding cost of material	80
	360

FOR THE YEAR 1907-1908.

	Rs.
One man watering nursery from April 1st to June 15th, 2½ months, at Rs. 8	20
Planting up 10 acres in June 1907, 10 coolies, per acre at 4 annas each	30
	50

The planting should be done in rainy weather in June 1907 under the supervision of the Divisional Forest Officer.

ESTIMATED COST OF THE TWO 10-ACRE PLANTATIONS FOR YEAR 1906-1907.

THE YELLAPUR PLANTATION, S. D. KANARA.

	Rs.
Preparation of nursery beds and fencing the nursery with bamboo	20
2,000 bamboo baskets at Rs. 2 per 1,000 only ½ the plants will be put out in June 1907 in baskets	4
Carried over ...	24

	Rs.
Brought forward ...	24
One man watering seed beds from September 1st to March 31st, 7 months, at Rs. 8 per month, ½ the plants in the nursery will be kept in baskets and no plants will be put out until June 1907	56
Clearing and burning undergrowth in December 1906 from 10 acres at Rs. 6 per acre	60
Felling trees and clearing branchwood in February 1907 from 10 acres at Rs. 6 per acre	60
Lining out, holing, filling in 435 holes per acre at Rs. 7 per acre over 10 acres	70
One temporary hut for guard and cooli	10
Fencing 10 acres excluding cost of material	80
	360

FOR THE YEAR 1907-1908.

Planting 10 acres in June 1907, 10 coolies per acre ...	30
One man watering nursery from April 1st to June 15th, 2½ months, at Rs. 8	20
	50

The planting of these 10 acres will be done in June 1907 by the forest subordinates under the supervision of the Divisional Forest Officer.

NOTES ON CULTIVATION OF CAMPHOR.

Camphor is not cultivated extensively in Ceylon and not much information about the cology of the plant was available.

I visited the Government Camphor Plantation at Hakgola, 6 miles out of Newara-Eliya, elevation 5,600 feet.

The tree seems to adapt itself to various climatic conditions as it thrives almost from sea level to 6,000 feet.

From my observations I see no reason why the camphor tree should not thrive in Kanara and, as an experiment, it should be planted in each rubber plantation between the rubber trees.

A few seeds were sown about 2 years ago in Kanara and the Conservator of Forests, S. C., in his No. 887, printed under Government Resolution No. 4877 of 18th May 1906, states that the plants have done well.

I saw the small seedlings plants about 2 years ago and only have a vague recollecton of the shape of the leaf. However I think it worth while to record that I doubt if we have got hold of the right species, *viz.*, Cinnamomum Camphora.

The Japanese have always tried to prevent the export of the seed.

The leaf of the Ceylon species, which is undoubtedly the plant we require—for the percentage of camphor obtained from it is exceptionally high—is broader than the leaves of the Kanara plant.

The leaves, fresh or dry, should give a strong smell of camphor when crumpled up in the hand.

The Divisional Forest Officer, N. D., Kanara, informs me that the leaves of his plants give no smell of camphor.

To clear up the question I have sent species of the true camphor to the Conservator of Forests, S. C.

The Cinnamomum Camphora is a huge evergreen tree in Formosa and Japan, and I think it should thrive best if grown somewhere in the vicinity of Malemane, between the Malemane and Mensi forest posts.

Owing to its use in the manufacture of explosives the consumption of camphor has increased and its price has risen considerably during the last 10 years.

In 1895 the price was £8 to £9 per cwt. There was a rise to £20 during the Chino-Japanese War and at present the price is about £20 a cwt.

The world's consumption is estimated at 6 to 7 million pounds and it is believed that Japan and Formosa can supply all this.

According to the estimated outturn per acre in Ceylon, the planting up of 15 to 20 thousand acres would supply the whole 7 million pounds.

In New York a Company for the production of camphor by Synthesis has been found.

Its capital is a million dollars and it has plant for an annual outturn of two million pounds.

The crude material employed in the manufacture is turpentine oil, yielding 98 lbs. of camphor per barrel (36 gallons).

It is important to note that the cost of production in America by Synthesis is considerably higher than the cost of producing camphor from the tree in Ceylon.

At the same time it must be remembered that the demand is limited and the cultivation of the plant in Kanara should be limited to inexpensive experiments which might put us in a position to plant extensively in case of a sudden increased demand.

It is very difficult to obtain seeds in any quantity and when obtained the germination is irregular.

Seeds at half a crown per lb. are advertised by the Yokahama Seed Nursery, Nos. 21 to 35, Nakamura, Yokahama.

The seed is about the size of a round and black, weighing about 7,000 to the pound.

November is the month to obtain seed fresh and, as it does not last long, it should be sent by parcel post and sown immediately on arrival.

Soak the seed in water for 24 hours or more, sow in a rich sandy loom covering the seed with about ¾ of an inch of fine earth.

To preserve an even degree of moisture the beds should be well shaded.

The seed are best sown in boxes (18″ × 4″) handy for moving about. The soil should be kept damp but not too wet.

The small seedlings should be very carefully transferred to baskets and should be shaded and watered until the plants begin to grow, when they should be gradually exposed to the sun.

When 9″ to 15″ high the plants may be put out on a dull showery day in June. In dry weather mulch the soil thickly with Soppu.

The camphor is obtained by distilling the fresh young shoots which are clipped off with shears, taking 6″ to 8″ off.

Ordinarily the plants should not be allowed to grow into high trees but should be kept down as bushes about 4 feet high.

It would be advisable to allow a few trees to grow up with a view to obtaining seed.

W. E. COPLESTON,
Deputy Conservator of Forests.

No. 882 of 1906.

CHAMBER OF COMMERCE,
BOMBAY, 11th October 1906.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 9120 of the 24th ultimo, and to convey their thanks to Government for a copy of the Resolution forwarded by you in connection with the proposed experiments in the cultivation of rubber in the Kanara District.—I have, &c.,

C. J. MICHAEL,
for Secretary.

BASSEIN.

No. 6364A. of 1906.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd July 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward for your information a copy of Government Resolution, No. 6364, dated 3rd July 1906, in connection with proposed experiments in the cultivation of rubber in the garden at Bassein.—I have, &c.,

G. MONTEATH,
Under Secretary to Government.

Economic Products.

Experiments in the cultivation of rubber in the garden at Bassein.

No. 6364.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd July 1906.

Letter from the Director of Agriculture, No. A.—3204, dated 13th June 1906:—

"With reference to paragraph 2 of Government Resolution, No. 3010, dated 26th March last, Revenue Department, I have the honour

to forward herewith copies of letter* from Economic Botanist, No. 138, dated 24th ultimo, and notes* on the chief rubber yielding plants, etc., accompanying it, and to request that the approval of Government may be accorded to the proposed experiments in the botanical garden at Bassein."

RESOLUTION.—The proposal made by the Director of Agriculture in his letter No. A.—3204, dated 13th June 1906, is approved. The results of the experiments should be specially noticed in the Annual Report on the Experimental Farms.

G. MONTEATH,
Under Secretary to Government.

Accompaniments to Government Resolution, Revenue Department, No. 6364, dated 3rd July 1906.

No. 138, dated 24th May 1906.

To the DIRECTOR OF AGRICULTURE.

SIR,—With reference to the order to draw out a scheme for rubber experiments in the Bassein garden conveyed in Government Resolution No. 3010, dated 26th March 1906, I have the honour to forward the accompanying notes on the chief rubber-producing plants now in cultivation in the tropics and details of the trials commenced in the above-mentioned garden.

In addition, I beg to state that I have submitted a number of rubber-like substances from various indigenous and naturalised plants yielding *latex* in this Presidency for analysis to Mr. D. Hooper, but, so far, not one has been found to be of commercial value.—I have, &c.,

G. A. GAMMIE,
Economic Botanist.

Notes on chief rubber yielding plants.

Ficus elastica, India or *Assam Rubber*.—The distribution of this plant is thus given in the Flora of British India: "In damp forests at the base of the Sikkim Himalaya eastwards, the Kharia Hills, Assam, Burma and Perak, Malayan Archipelago."

* Printed as accompaniments to the Resolution.

In the first stage of its life it is an epiphyte, the seed, deposited by a bird, germinating in the fork of a tree, sometimes at a great height from the ground. Its roots gradually increasing in length, ultimately reach the soil. These becoming enormously thicker and larger gradually envelope the host which is ultimately killed, and the rubber tree, then appears to have grown independently. The branches become long and spreading. They send down aerial roots, which when they fix themselves into the soil, thicken and act as props. An India rubber tree in a favourable situation eventually covers a very large area.

In the Assam plantations reproduction from seed has been the most satisfactory method, but in Western India, although the trees yield fruits, we have no instances of a seed germinating. Further experiments more carefully conducted are in progress to determine this point. Propagation by cuttings and by " goottee " has given the best results so far. Planting at 35 feet apart is said to be sufficient, and this is the most suitable for Bombay is my opinion.

In Bombay a tree would probably be 25 years old before it is fit for tapping.

As regards climate and soil the tree naturally exists under a minimum rainfall of 70 inches, well distributed throughout the year and with the air perennially humid.

Except in Kanara and the South Konkan, we have no conditions approaching this, so that in planting in other districts we should contrive to keep the plants within reach of water.

The quality of the soil is not an important consideration providing it be well drained.

Arrangements have been made to put out a few specimens of this tree in the Bassein garden. There are already a number growing well in Thana. It thrives moderately well in the Deccan in the vicinity of water, although its growth is very slow, and from an analysis made by Mr. Hooper it appears that the rubber is of good quality.

The Bassein garden, on the whole, offers a suitable site for this experiment. The unfavourable factors may possibly be the long period of dry weather with deficient humidity and undue proximity to the sea.

Hevea Braziliensis, Para rubber.—The native home of this tree, the Brazilian province of Para, just beyond the Equator, is said to

have a very uniform climate, with a mean temperature 81° Fahr. and an average annual rainfall of 69 to 90 inches. The air is very moist.

The tree has been proved to adapt itself to various climates, and has been successfully grown at moderate elevations under a lighter rainfall. In Ceylon it is found to yield in paying quantities, on different soils, up to 2,700 feet. The temperature best suited for its cultivation lies between 74° and 94° Fahr. and the rainfall over 80 inches to 150 inches.

The trees require a fairly good soil in sheltered positions, and are hardy enough to thrive even on swampy flats in Brazil, but are said to develop poorly on similar soils in Ceylon and in districts where the rainfall is insufficient, the deficiency can be met by irrigation. The plant refuses to grow in the Deccan, being killed by the low night temperature prevailing in the cold weather.

The best distance for planting is said to be 15 feet apart.

The seeds are germinated in nurseries, and the seedlings sometimes attain the height of 10 feet in a year. Tapping is commenced when the trees are seven years old.

The Konkan and Kanara in general seem to offer suitable conditions for the cultivation of this, the most valuable of the rubber plants.

Castilloa elastica, the Central American rubber.—A native of Mexico, Columbia, Equador and the whole of the Central America.

In Ceylon *Castilloa* is recommended to be grown at an elevation of 1,000 to 1,500 feet. At sea-level it refuses to grow after reaching a height of 10 to 15 feet. The best conditions of climate are alternating wet and dry seasons, and a constantly humid climate suitable for Para is not desirable. *Castilloa*, enjoys drought and can exist for some months without rain. Its growth is rapid, reaching 30 feet in 3 or 4 years. An important consideration in its cultivation is that it requires a very deep well drained, rich soil. In shallow or badly drained soil it will not grow to pay, and it is advisable to grow it fully exposed to the sun and not under shade. The distance apart in planting should not be less than 10 feet. Tapping cannot be safely commenced until after the sixth year, when the plant flowers. A seven year old tree should yield a minimum of 1½ pound of pure rubber, and after 25 years at least 15 to 20 pounds should be obtained annually. There are

said by Dr. C. D. Weber to be three varieties of *Castilloa*, differing thus :—

"*Alba.—Castilloa elastica alba* produces a thick, creamy milk. It is the hardiest of all *Castilloa* trees, and suffers very little from the tapping operation. It also yields the greatest quantity of rubber. The bark of this variety is white, with a distinct yellowish or pinkish cast.

"*Negra.—Castilloa elastica negra* is characterised by a very rough dark bark. It yields very rapidly a thin milk producing a good rubber, but the tree in tapping easily bleeds to death.

"*Rubra.—Castilloa elastica rubra* has a reddish bark, which is very smooth, thin and brittle, nor does it show the longitudinal furrows which are noticeable in the two first named trees. This variety yields a very small quantity of milk, but the rubber obtained from it is very good. The tree is common all over Central America, and I am afraid that in a number of instances it was this tree which was planted instead of the white *Castilloa*. Indeed, Kosschney is inclined to think that it is this variety with which the experiments in the Botanical Gardens of Ceylon and Java were made which gave such discouraging results."

The best kind of *Castilloa*, however, appears to be grown in Ceylon.

The prospects of *Castilloa* cultivation in this Presidency are not encouraging. I have two plants in deep river alluvium (an excellent soil) at the Ganeshkhind Garden which simply remain alive.

Manihot Glaziovii, Ceara rubber.—A native of Brazil, flourishing best in a dry soil and refusing to grow in wet land. It is said to yield at two years of age, and lately some one has advocated growing it closely in fields to obtain an annual crop by destructive tapping. It is a tree of very rapid growth, sometimes attaining the height of 10 to 12 feet in the first season. If the seeds are sown in moderately good, well drained soil at the commencement of a favourable rainy season, the resulting plants will at the end of the season be sufficiently established to require no further attention. They are deciduous during the greater part of the dry season, and irrigation during this time is distinctly harmful to the plants. There is no reason why this rubber should not be grown everywhere in the Bombay Presidency, and recent analysis of its rubber from plants grown in Poona by Mr. Hooper proves that the quantity is satisfactory.

Of indigenous or naturalised species in this Presidency the only species which is of promise is a creeper *Cryptostegia grandiflora*. This requires no attention and is capable of existing in the poorest and driest soils. A report on a sample of the rubber of this is awaited from the Imperial Institute. The plant is fit for tapping in 3 to 4 years, but the yield of *latex* is decidedly poor.

Proposed experiments in the garden at Bassein.—A number of seeds of each of the following species and varieties have already been sown in pits 12 feet apart on a plot of well drained ground :—

Castilloa elastica, *Hevea Braziliensis*, *Manihot Glaziovii* [Kullar, Parson's black, Parson's grey, and Bekki Kolly varieties], *Cryptostegia grandiflora*.

A small number of plants of each of these varieties has also been planted out, 12 feet apart. A number of seeds are being germinated in pots so that the plants can afterwards be tested under various conditions in different parts of the garden. Plants of *Ficus elastica* will be put out during the rains.

A few plants also of *Kicksia Africana* will be put out at the same time, although it is not considered practically useless as a rubber-producing plant. Seeds and plants of other species are being applied for, but the above are really all that will repay their trial.

No. 625 of 1906.

CHAMBER OF COMMERCE,

BOMBAY, 12th July 1906.

The UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your communication No. 6364-A of the 3rd instant, together with a copy of Government Resolution of the same date, in connection with proposed experiments in the cultivation of rubber in the garden at Bassein ; and I beg to convey my Committee's thanks for the interesting information now placed before them.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX R-1.

THE METRIC SYSTEM AND THE POSTAL DEPARTMENT.

BOMBAY, 2nd June 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We enclose herewith copy of a letter we addressed to the Presidency Post Master with reference to Metric Weights in use in British Post Offices and his original reply thereto.

We think the matter might be of interest to the Chamber.—We are, &c.,

FARBENFABRIKEN BAYER & Co., LD.,
CHAS. VERNON,
Managing Director.

BOMBAY, 29th May 1906.

To the PRESIDENCY POST MASTER,
Bombay.

SIR,—We have the honor to draw your attention to the *Indian Trade Journal* of 24th May 1906, wherein it is stated Metric Weights are now adopted in British Post Offices and that in lieu of half an ounce 15 grammes are taken as the weight for letters to France and Germany. Now we enquire if on this basis that for an ounce 30 grammes will be accepted. We ask as we have letter packets often from 4 to 20 ozs. and more in weight, and on the above ruling a 4-oz. packet as now would be 120 grammes and so on, in other words by the Metric System we would gain 10 per cent. or so on each ounce weight.

An early reply will oblige.—We are, &c.,

FARBENFABRIKEN BAYER & Co., LD.,
CHAS. VERNON,
Managing Director.

No. 11873.

GENERAL POST OFFICE,

BOMBAY, 1st June 1906.

To MESSRS. FARBENFABRIKEN BAYER & CO., LD.,

Bombay.

SIRS,—In reply to your letter of the 29th current, I have the honor to say that the Metric System has not been adopted by the Indian Postal Department.—I have, &c.,

J. W. HOOPER,

,, Offg. Presidency Postmaster.

CHAMBER OF COMMERCE,

BOMBAY, 8th June 1906.

No. 486 OF 1906.

The DIRECTOR-GENERAL OF THE POST OFFICE OF INDIA,

Simla.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been directed to the following announcement in the *Indian Trade Journal's* issue of the 24th May last, *viz.* that :—

"Metric weights are now used in the British Post Office. The Secretary to the Post Office has informed the Decimal Association that letters addressed to France and Germany weighing more than half an ounce, but not more than 15 grammes, if only stamped 2½*d.* are not surcharged."

My Committee would be glad to see this concession extended to India, and I am accordingly instructed to bring the matter to your notice and to request that a similar privilege may be conceded in favour of the postage charges between India and the abovenamed countries.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th June 1906.

No. 495 OF 1906.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I have the honour to forward for your information a copy of a letter this Chamber has addressed to the Director-General of Post Offices, India, regarding the use of Metric Weights in the Indian Postal Department.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 4659-192.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, 14th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR —I am directed to acknowledge the receipt of your letter No. 495, dated the 9th June 1906, regarding the use of Metric Weights by the Indian Postal Department.—I have, &c.,

G. RAINY,
Under-Secretary to the Government of India.

No. 139s-F.P.

POST OFFICE,
SIMLA, 7th July 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge, with thanks, the receipt of your letter No. 486, dated the 8th June 1906, in which you request that the concession made by the British Post Office in regard to postal charges on letters addressed to France and Germany may be extended to India, and, in reply, to say that the matter will be considered.—I have, &c.,

C. H. HARRISON,
Deputy Director-General.

No. 192-s.-F.P.

SIMLA, 19th September 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to this office letter No. 139-s.-F.P., dated the 7th July 1906, I am directed to inform you that it has been ascertained from His Majesty's Postmaster-General that Metric Weights are not generally used in the British Post Office.

2. The statutory rate of postage to be prepaid on letters from the United Kingdom for transmission to foreign countries is 2½*d.* per ½ oz. which is the avoirdupois equivalent fixed by the Universal Postal Union for the standard Metric unit for letters of 15 grammes. The corresponding rate from India is 2½ annas per ½ oz. This method of fixing the equivalent for 15 grammes is slightly unfavourable to the United Kingdom and India in the case of letters, ½ oz. being equal to 14·178 grammes. In the case of business papers, samples, etc., however, the avoirdupois equivalent of the standard Metric unit of 50 grammes has been fixed at 2 oz., or 56·693 grammes, so that in the case of these important classes of articles senders from the United Kingdom and India have a considerable advantage. The very slight disadvantage in the case of letters seems to have been met by the British Post Office by treating letters prepaid with 2½*d.* and weighing only a very little more than ½ oz. as fully prepaid. The practice in the Indian Post Office has long been the same, and letters prepaid with 2½ annas and weighing only a very little more than half an ounce are already treated as fully prepaid.

3. I am to explain that this practice, though not so far objected to by the foreign countries of destination, is, strictly speaking, without legal authority, and that any foreign postal administration would apparently be acting within its rights if it chose to tax such letters.—I have, &c.,

C. H. HARRISON,

Deputy Director-General of the Post Office of India.

CHAMBER OF COMMERCE,

BOMBAY, 4th October 1906.

No. 839 OF 1906.

The DEPUTY DIRECTOR-GENERAL of the POST OFFICE of INDIA,

Simla.

SIR,—I have the honour to acknowledge your letter No. 192-s.-F.P., dated 19th of September 1906, which has received the careful consideration of my Committee, and they direct me to thank you for the information contained therein.

2. In reply I am directed to point out to you that as the practice you refer to in the Indian Post Office by which letters prepaid with 2½ annas and weighing only a very little more than ½ oz. are treated as fully prepaid, is practically unknown to the general public in India, it can be of very little real use, and my Committee are still of opinion that, to be of any benefit to the public, the concession which has already been announced in England should be extended to India as suggested in my letter No. 486 of 8th June 1906.

3. In your letter under reply you state that the practice at present in vogue in Indian Post Offices is, strictly speaking, without legal authority, and that any Foreign Postal Administration would apparently be acting within its rights if it chose to tax such letters. It would be apparent, however, from the announcement made by the Secretary to the Post Office in London that the British Post Office must have made the necessary arrangements in this respect with France and Germany, and my Committee trust that similar arrangements may be made by the Indian Post Office with these countries, and the public then duly informed of the concession.—I have, &c.,

J. B. LESLIE-ROGERS,

Secretary.

POST OFFICE,

CALCUTTA, 24th October 1906.

No. 1077-F.P.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In acknowledging the receipt of your letter No. 839, dated the 4th current, I am desired to inform you that the latest infor-

mation communicated to this Department does not show that the British Post Office has come to any special understanding with France and Germany. The position as regards those countries is the same as that of any other Foreign Administration in respect of the right to tax letters under the conditions explained in this office letter No. 192-s.-F.P., dated the 19th September 1906. The Director-General does not consider it necessary, therefore, to make any public announcement on the subject.—I have, &c.,

W. J. O'GRADY,
Assistant Director-General.

CHAMBER OF COMMERCE,
BOMBAY, 8th October 1906.

No. 871 OF 1906.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE and INDUSTRY,
Simla.

Metric Weights.

SIR,—In continuation of my letter No. 495 of the 9th June 1906, I am instructed to forward, for your information, the accompanying copies of correspondence which has since passed between the Committee of this Chamber and the Director-General of the Post Office of India.—I have, &c.,

C. J. MICHAEL,
for Secretary.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.
SIMLA, 18th October 1906.

No. 8321-192.

The SECRETARY, CHAMBER of COMMERCE,
BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 871, dated the 8th October 1906, with which you forwarded a

copy of the correspondence which has passed between the Chamber and the Director-General of the Post Office of India on the subject of the use of metric weights by the Indian Post Office.—I have, &c.,

J. CAMPBELL,
Under Secy. to the Govt. of India.

CHAMBER OF COMMERCE,
BOMBAY, 7th November 1906.

No. 951 OF 1906.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA,
Calcutta.

SIR,—I am directed by my Committee to forward, for your information, the accompanying correspondence between the Bombay Chamber of Commerce and the Indian Postal Authorities regarding the question of the use of metric weights and their equivalents.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 7th November 1906.

No. 950 OF 1906.

The SECRETARY, DECIMAL ASSOCIATION,
London.

DEAR SIR,—I am directed by my Committee to forward, for your information, the accompanying correspondence between the Bombay Chamber of Commerce and the Indian Postal Authorities, regarding the use of metric weights and their equivalents, and I am to add that the Committee will be pleased to receive an expression of your views on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

OXFORD COURT, CANNON STREET,
LONDON, E. C., 26th November 1906.

No. 950 OF 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have to thank you for your letter of the 7th instant, with copies of letters which have passed between your Chamber and the Indian Postal Authorities.

By the same mail I have received a letter from the Under Secretary to the Government of India (copy enclosed), showing that letters not exceeding 15 grammes are in practice treated as fully paid.

It was prior to the recent Postal Congress at Home that we first drew attention to the matter which is the subject of this letter. At that Congress it was decided to raise the limit of weight of letters from this country to one ounce as from the 1st October 1907. It follows that the benefit to follow upon the use of 15 grammes weights is limited to the interval of time between this and next October, and it is for you to decide whether, in the circumstances, it is desirable to follow the matter further.

Thanking you for the consideration given to my communications—I am, &c.,

E. JOHNSON,
Secretary.

Copy of letter received by the Decimal Association, from J. Campbell, Esq., I.C.S., Under Secretary to the Government of India, dated Calcutta, the 8th November 1906.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 17th May 1906, addressed to His Excellency the Viceroy, in which you urged that the Indian Post Office should grant the same facilities to the public as are given by the British Post Office in respect of letters addressed to any foreign country and weighing more than ½ an ounce but not more than 15 grammes.

2. I am to explain that the practice in India has for many years been the same as that now in force in the United Kingdom. Letters for foreign countries, prepaid with 2½ annas and weighing not more than 15 grammes, are in practice treated as fully prepaid.—I have, &c.,

J. CAMPBELL,
Under Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 21st December 1906.

No. 1079 OF 1906.

The SECRETARY, DECIMAL ASSOCIATION,
London.

DEAR SIR,—I beg to acknowledge receipt of your letter No. 950 of the 26th November, and to thank you for the information regarding the one ounce limit of weight for letters from the United Kingdom from the 1st October next.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 21st December 1906.

No. 1078 OF 1906.

The DIRECTOR-GENERAL of the POST OFFICE of INDIA,
Calcutta.

SIR —In connection with the subject dealt with in your letter No. 1077 of the 24th October last, my Committe have been advised from Home that the recent Postal Congress at Home had decided to raise the limit of weight of letters from the United Kingdom to foreign countries to one ounce from the 1st October 1907. Assuming the information to be correct, my Committee beg to enquire whether the one ounce unit would also be applicable from that date to letters despatched from India.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX R-2.

INDIAN WEIGHTS AND MEASURES.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 19th May 1906.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to enclose a tabulated statement* setting forth the very considerable lack of uniformity in the weights and measures in use in these Provinces.

This undesirable condition of things prevails throughout India, and I am to ask whether your Chamber would support a representation to Government on the subject.

My Committee feel that no radical change can be brought about unless the Indian Railway Administrations are prepared to take the lead by introducing fixed units for the calculation of freight.

It seems doubtful, also, whether it is possible to induce traders to attach to maunds, bighas and the like a signification different to that which has obtained from time immemorial. My Committee are disposed to think that it is only by the introduction of English weights and measures regarding which no preconceived ideas exist, that the object in view can be achieved.

My Committee will be glad to be favoured with your views on the above points and on the question generally.—I am, &c.,

A. D. PICKFORD,
Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd June 1906.

No. 551 OF 1906.

The ACTING SECRETARY.
UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 19th May last regarding the lack of uniformity in the weights and measures in general use in this country.

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* Not printed.

This is a matter which has been before this Chamber repeatedly for the past 22 years, and as far back as 1887 it was considered by a Special Committee who were of opinion that it would be advantageous to adopt the English system of hundredweights. In this opinion the Bengal, Madras and Karachi Chambers concurred, but for certain reasons this proposal was not put before Government and the matter was subsequently dropped.

My Committee, therefore, fully sympathise with the proposal, but are sensible of the many difficulties which must beset the introduction of any uniform system for all India. I am to say that they concur with you in feeling that the best way to effect such a change would be for the various Railway Administrations to take the lead by adopting a standard unit of weight, and they are prepared to support a representation to Government advocating the adoption of the English pound as the unit of weight throughout the Railway Administrations in India.

I am to add that as a permanent measure my Committee are strongly in favour of introducing the decimal system into this country, but they realise that the country is not yet ripe for such a change, and it would be unprofitable to urge its adoption in India until it had generally been accepted throughout the British Empire.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd June 1906.

No. 550 OF 1906.

The SECRETARY, MILLOWNERS' ASSOCIATION,
Bombay.

DEAR SIR,—Under instructions I beg to forward the accompanying letter on the subject of uniformity of weights and measures in general use in this country, and to say that my Committee will be obliged if you will kindly favour them with an expression of your Association's views on the same.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letter to the Secretary, Bombay Cotton Trade Association, Limited.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),

BOMBAY, 26th June 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your communication regarding uniformity of weights and measures in this country, my Directors are in accord with the Chamber's proposal to adopt the British pound as the unit of weight throughout India.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE MILLOWNERS' ASSOCIATION,

BOMBAY, 10th July 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge, with thanks, your communication, dated the 22nd ultimo, regarding the subject of uniformity in the weights and measures in general use in India.

My Committee agree to the adoption of the pound as a unit of weight, if feasible; but they consider its general use will be difficult of attainment, as the people throughout the country think and carry out their commercial transactions in seers and maunds.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 4th October 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Uniformity in Weight and Measures.

DEAR SIR,—With reference to correspondence ending with your letter No. 551, dated 22nd June 1906, this Chamber has received a letter from the Government of India enclosing copy of a letter to the Government of Madras, together with copy of a letter No. 1653—133-7,

dated 25th May 1903, to the Government of Bombay. The latter is stated by the Government of India to set forth the policy which has been adopted with regard to the attempt to secure uniformity in weights and measures, and it is to be presumed that the Government of India have not altered their views on this matter since that date.

It appears from the correspondence that it was suggested to the Government of Bombay that provision in the Municipal Acts of that Presidency might be made for the prescription of weights and measures for the use of people represented by Municipal bodies.

My Committee would esteem it a favour if your Chamber would inform them whether any such action was taken by the Government of Bombay.

Para. 6 of the letter from the Government of India to the Government of Bombay bears reference to proposals which the latter was about to put forward; but is it to be presumed that these proposals were not forwarded to the Government of India, or, perhaps, not even formulated. Perhaps you could furnish this Chamber with information on this point also.—I am, &c.,

A. D. PICKFORD.
Acting Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th October 1906.

No. 919 OF 1906.

The SECRETARY,
UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—In reply to your letter of the 4th instant on the subject of weights and measures, I am directed to forward you the accompanying copy of the Proceedings of the Meeting of the Legislative Council of the Governor of Bombay held on the 1st September 1904, which, it is believed, contains the information you refer to.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 651.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 19th December 1906.

THE SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Proposed Unification of Weights and Measures throughout India.

DEAR SIR,—In the year 1895 the Government of India announced that, for the time being, the idea of prescribing uniform weights and measures throughout India had been abandoned. During the period which has since elapsed, the spread of trade and the greater complexity which has been introduced into latter day commercial transactions have intensified the disadvantages arising out of the diversity of the weights and measures in use throughout the country.

My Committee feel that the time is ripe for again moving Government to reconsider the question in all its aspects.

As a preliminary step the Members of this Chamber were asked to furnish details of the customary weights employed in the course of their business transactions, and the information collected abundantly testified to the need for the introduction of some uniform standard. This has further been confirmed by other Chambers of Commerce consulted and by the United Planters' Association of Southern India who have made direct representations to the Government of Madras on the subject, for although there is divergence of opinion amongst these bodies in respect of the system, they think, best calculated to suit the requirements of this country, there is entire unanimity as to the urgent necessity for reform.

(1) The Bengal Chamber is in favour of a permissible standardisation based on a tola of 180 grains; in other words, the maintenance of the existing Imperial standard.

(2) The Bombay Chamber has pronounced in favour of the adoption of the metric system, but considered that the country is not yet prepared for the change; the Committee believing that in the meantime the best way to effect a change would be for the various Railways to take the lead by adopting a standard unit of weight, and that this should be the English pound. In this connection I am directed to point out that, as far as my Committee are aware, all

Railways in India have adopted a fixed standard of weight under the Railway Conference Regulations, *viz.*, the maund equivalent to 82·29 lbs. divided into 40 seers.

(3) The Karachi Chamber has recommended the introduction of the metric system.

My Committee are fully sensible that the adoption of a universal standard of weights and measures must inevitably be attended for a time by grave difficulties and even disorganisation of trade. Notwithstanding, they are strongly of opinion that the interests of commerce and of the general public alike demand that these difficulties should be faced, and that Government should again take up the solution of the problem. In their opinion the methods indicated in the communication from the Government of India to the Government of Bombay, dated 25th May 1903, a copy of which accompanies this letter, can only be regarded as temporising with the question.

Accepting, therefore, that temporary confusion and dislocation must follow as a natural consequence, the introduction of any measures for standardising the national system of weights and measures, and looking to the growth of opinion in England favouring the adoption of the metric system and the powerful arguments which exist for assimilating the English and Indian systems, my Committee are in favour of bringing into force the Indian Weights and Measures of Capacity Act of 1871, an enactment authorising the standardisation of weights and measures on the metric system, which has remained a dead letter since it was placed on the Statute Book.

I am directed by my Committee, therefore, to ask the favour of being informed as to whether your Chamber would be disposed, in the light of the foregoing view of the question, to support a joint representation to Government, with the object of gradually bringing into force the Act of 1871 above referred to. This Act provides for the adoption of seer as the primary standard and unit of weights, the seer being a weight of metal equal when weighed in a vaccum to the weight known in France as the "Kilogramme des Archives." The standard and unit of measures of capacity to be one such seer of water, at its maximum density, weighed in a vacuum. Every other weight and measure of capacity to be an integral multiple or integral sub-multiple of one of the units aforesaid. The sub-division

of all such weights and measures of capacity to be expressed in decimal parts. To call the kilogramme a seer does not seem to present any serious difficulty, the difference between the Imperial seer and the kilogramme being only rather over 2½oz. Section 17, which reads as follows, would appear to provide a ready means of accustoming and educating native traders and others to the use of the new standards :—

"The Local Government may from time to time prepare tables of "the equivalents of weights and measures of capacity, other than "those authorised, under this Act, in terms of the Weights and "Measures so authorised, and the equivalents so stated, after noti- "fication in the Local Official Gazette, shall be deemed the true "equivalents."—I am, &c.,

A. SHAKESPEAR,
Secretary.

Copy of letter No. 1653—133-7, *dated Simla, the* 25*th May* 1903, *from the Secretary to the Government of India,* Department of Revenue and Agriculture, General *to the Secretary to the Government of Bombay, General Department.*

I am directed to reply to your letter No. 3756, dated the 8th July 1902, in which a proposal is made for the amendment of the Indian Weights and Measures of Capacity Act (No. XXXI of 1871). The Government of Bombay suggest that Local Governments should be empowered, subject to the sanction of the Government of India, to prescribe standards of weights and measures for limited areas after ascertaining what local standards are in use and how they can be made to fit into a general system. They consider, however, that so long as the above Act remains in its present form, no standard can be prescribed, which is not an integral multiple of the kilogramme ; and it is therefore proposed, as a preliminary to further action, to repeal the proviso to section 4 of the Act.

2. The Governor-General in Council has considered very carefully the proposed amendment of the Weights and Measures Act, and is advised that it is not necessary for the purpose which the Government of Bombay have in view—a

purpose, I am to remark, with which he is in the fullest sympathy. It is true that any weights and measures prescribed under the Act must be multiples or sub-multiples of the primary standard of weight prescribed by section 2. But it does not follow that any weights and measures prescribed otherwise than under the Act must necessarily conform with that standard, and in fact the Government standard maund, which is authoritatively prescribed for use on all Guaranteed and State Railways, and in the Government returns, weighs 82⅔lbs. and the Excise Act (No. XII of 1896), section 3 (*m*), makes use of a seer of 80 tolas, while the Municipal Act of Burma and the Central Provinces empower Municipal Committees to prescribe the standard weights and measures to be used within the Municipality. In the case of the Burma Act it is true that the power is expressly conferred "notwithstanding the provisions of Act XXXI of 1871."

Burma Act, No. III of 1898, section 142.

But it does not appear that the existence on the Statute Book of the proviso to section 4 of the Indian Weights and Measures of Capacity Act forms any real obstacle to the introduction of any measure of the nature contemplated which the Bombay Government may eventually decide to be desirable. As yet no notification has been issued under any section of the Act, which therefore is at present and will in all probability remain a dead letter, and as in these circumstances its amendment would be inadvisable and might be embarrassing, the Government of India would prefer that the Government of Bombay should consider the question independently of the provisions of that Act. If it should eventually be proposed to legislate in contravention of the provisions of the Act, this can always be done with the sanction of the Governor-General under section 5 of the Indian Councils Act, 1892 (55 and 56 Vict., Cap. XIV).

3. The multiplicity and uncertainty of Indian weights and measures is an admitted evil; the question in what manner and what degree interference with a view to remove it is desirable, has several times been considered by the Government of India; and I am to state briefly, for the information of His Excellency the Governor in Council, the policy in this matter which has commended itself to them. As the Bombay Government clearly perceive, interference may be of two kinds: Government

may accept the weights and measures in local use, and simply standardise them by providing authorised standards with which the traders' weights and measures must conform ; or it may go further and prescribe certain weights and measures, the use of which alone shall be legal, thus setting aside certainly some, and possibly all, of those in local use.

4. Prescription involves a far higher degree of interference than does standardisation ; and the Government of India do not at present consider it advisable to use direct compulsion in the matter. The provisions of the Municipal Acts referred to in the second paragragh of this letter empower municipal bodies to prescribe weights and measures for the use of the people whom they represent, and this is as far as the Governor-General in Council is prepared to go at present. The Government of Bombay might perhaps consider the desirability of making similar provision in their Municipal Acts. The larger towns would set the example, the smaller Municipalities would follow ; and it may be hoped that the example would eventually spread to the small rural markets which are not large enough for municipal government. It is believed that in this manner encouraging progress has already been made in the Central Provinces towards the end desired. The Governor-General in Council thinks that it would not be wise, at any rate for the present, to confer a similar power of prescription upon District Boards. The people concerned in this latter case are less intelligent and more suspicious than the people of the towns : the District Board is for the most part less really representative of the classes most concerned than the Municipal Committee, and the degree of interference involved in prescription would generally be greater in the case of rural than urban areas.

5. It is believed, however, that diversity of weights and measures is even greater in Southern than in Northern India ; it may be also that the people adhere more tenaciously to their local uses, and the Government of Bombay may consider it inadvisible to allow their Municipalities to prescribe weights and measures for use, or at any rate to allow them in so doing to diverge materially from those already current. But in any case no such objection seems to exist to the process of standardisation, which is aimed at uncertainty rather than at multiplicity—an uncertainty which is injurious to trade and which is commonly used to the disadvantage of the purchaser. Mere standardisation involves no interference

with local custom ; and the Government of India, while they would certainly empower all Municipalities in this respect, see no objection to permitting District Boards also to maintain standards of the local weights and measures in current use, with which the weights and measures actually used by traders in all towns and in all villages in which a regular market is held must conform. They believe, moreover, that even where interference is limited to standardisation, some advance at any rate is possible in the direction of uniformity in the matter of weights. The tola of 180 grains, the seer of 80 tolas, and the maund of 40 seers have now been adopted as Government standards throughout India. Now a weight that is to be standardised for the first time is not yet absolutely fixed, and in practice the variations are often substantial ; and in fixing it for the purpose of standardisation it is, in the opinion of the Government of India, most important to base it upon the standard weights just referred to, whenever it is possible to do so without materially departing from local use. It would probably be possible in all cases to adopt the tola as the basis of the standard ; and even this would be one step towards that uniformity which is so eminently desirable. The Government of India are therefore of opinion that, in all action of the nature under consideration, the standard tola of 180 grains should form the basis of the proposals.

6. I am to say, in conclusion, that the Governor-General in Council will await with interest the proposals referred to in the last paragraph of your letter under reply.

CHAMBER OF COMMERCE,

BOMBAY, 10th January 1907.

No. 26 OF 1907.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,

Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your communication of the 19th ultimo, regarding the proposed unification of weights and measures throughout India.

My Committee, while in general agreement with you as to the desirability of uniformity in this direction, are of opinion that the

standard unit in India should be the same as that adopted in the United Kingdom and Europe; and they are not sure whether the seer unit proposed by you quite meets this requirement. My Committee have already made proposals to Government advocating the adoption of the English pound as the fixed unit of weight. But on the whole, they prefer to await the adoption of the metric system in England before pressing for any radical change out here.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 25th January 1907.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by my Committee to thank you for your letter of the 10th instant, intimating that your Committee prefer to await the introduction of the metric system in England before pressing for any radical change in India; and that in the meantime they have recommended the adoption of the English pound as the fixed unit of weight.—I am, &c.,

A. SHAKESPEAR,
Secretary.

APPENDIX S.

COMMERCIAL EDUCATION.

No. 3686 of 1906-07.

OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION,

POONA, 27th July 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I have the honour, by order of Government, to place before the Chamber of Commerce a letter from the Government of India, No. 311 of May 16th, 1906, and to ask that the Chamber will favour me with an expression of opinion as to the desirability of establishing scholarships for the promotion of Higher Commercial Education as suggested in the letter.

2. I venture to ask the special attention of the Chamber to para. 5 of the letter of the Government of India and to the suggestion that the scholarship might be given to "those classes of natives who trade on their own account on some not inconsiderable scale." It has been represented to me that to persons in this position a scholarship of £150 will have small attractions, but I presume that the words are meant to apply not absolutely to those who are actually trading but to their sons or nephews who may expect to succeed to the business.

3. There are various other suggestions in the letter which I need not discuss, but on which the opinion of the Chamber will be welcomed by Government.—I have, &c.,

E. GILES,
Director of Public Instruction.

Commercial Education.—

Establishment of scholarships to enable Natives of India to pursue higher commercial studies in England.

No. 1179.

EDUCATIONAL DEPARTMENT,

BOMBAY CASTLE, 22nd June 1906.

Letter from the Government of India, Home Department (Education), No. 311, dated the 16th May 1906.

RESOLUTION.—Copy of the letter from the Government of India should be forwarded to the Director of Public Instruction with a request that he will be so good as to favour Government with his opinion on the subject generally after consulting the Chambers of Commerce, Bombay and Karachi, and the managers of some of the most important of the institutions which prepare candidates for the certificate examinations of the London Chamber of Commerce.

H. O. QUIN,
Secretary to Government.

No. 311.

GOVERNMENT OF INDIA,
HOME DEPARTMENT,
SIMLA, the 16th May 1906.

To the SECRETARY to the GOVERNMENT OF BOMBAY,
EDUCATIONAL DEPARTMENT.

SIR,—I am directed to state, for the information of the Governor in Council, that the Government of India have from time to time received applications for the grant of scholarships for the encouragement of the study of commercial subjects. They have been compelled to regard such requests as lying outside the scope of the scheme for State technical scholarships established in 1903, and have therefore been unable to accede to them. The Government of India have hitherto treated commercial education as something quite distinct from technical education; and they have made provision for it, so far as such provision was held to be practically needed, not by providing the means of studying such subjects in England, but by encouraging the institution of classes and examinations in this country which would enable students to find actual employment in commercial firms and elsewhere.

2. Subject to the advice of local Governments, the Governor-General in Council is, however, inclined to think that it might be desirable to award to deserving students one or two Government scholarships a year for higher commercial studies, and that such a scheme might be experimentally introduced.

3. The existing facilities for commercial education in India are mainly intended for, and are utilized by, persons who are about to become clerks. They learn in considerable numbers, shorthand and typewriting, and book-keeping to some extent, and the technicalities of commercial correspondence. In some institutions a somewhat more advanced scheme of study is attempted. At one institute in Bombay, it is understood that students who intend to become merchants on their own account take up commercial and industrial law, banking and currency, and political economy for the London Chamber of Commerce examinations. At Calcutta, in the commercial classes recently established at the Presidency College, lessons in French and German are offered in the day course, while the evening classes include (besides book-keeping, typewriting and shorthand) the teaching of the outlines of political economy, banking and currency, commercial and industrial law, annuities and insurance. There is, however, but little commercial teaching in India of an advanced character and the subject does not appear to be recognized by any of the Universities except for a school examination held by the Punjab University.

4. In England, the Government of India are informed that facilities for commercial education are provided at several Universities, of which Manchester and Birmingham may be taken as examples. At both these Universities the commercial course lasts for three years and begins after matriculation. At Manchester the subjects of the course include political economy, the organization of industry and commerce, modern history, geography, commercial law, accounting, a modern language and a special subject or group of subjects. At Birmingham, the studies fall into four categories, *viz.*:—

(1) Languages (two modern foreign), and history (Europe and America in the 19th century);

(2) Accounting, not so much the preparation of professional accountants as the teaching of the ordinary business man, the proper use and interpretation of accounts;

(3) Applied science which includes mining, brewing, etc., and business technique, *e.g.*, organization of the staple markets and leading commercial institutions, currency and banking, transport;

(4) Commerce, consisting of descriptive courses beginning with geographical considerations, dealing with the position of industry and trade in the leading centres of the world and leading up to a critical account of international commercial relations ; the discussion of questions of higher business policy under various heads, *e. g.*, markets, advertising, relation of selling price to cost, fixed charges, methods of sale and purchase, credit, good-will and trade cycles.

At Manchester the aim of the Faculty of Commerce and Administration of the University is to afford a systematic training in higher commercial subjects, in the study of Government and administration, and in the work of economic and social investigation. At Birmingham, the Faculty of Commerce in the University provides a course of training which is suitable for men who look forward to business careers. Its object is not the education of the rank and file, but of those who as principals, directors, managers and heads of departments will ultimately guide the commercial activity of the country.

5. It will thus be seen that while such facilities as are provided for commercial education in India are designed to enable candidates to obtain mercantile employment in a subordinate capacity, the courses of studies provided in England have a different object and aim at equipping candidates with the knowledge necessary to enable them to control and to direct commercial undertakings for themselves. They are sufficiently different from anything provided in the Indian system of education to justify the Government in assisting students who propose to undertake an advanced study of commercial subjects to have recourse to English Universities. The scheme which the Government of India have in view accordingly aims at reaching those classes of natives who trade on their own account on some not inconsiderable scale, or those who may fairly look forward to being managers or holding a position of command in commercial firms. It is thus necessary that the selection of candidates for any Government scholarships which it may be decided to institute should be made with a definite view to this purpose, and it would probably be desirable that the leading commercial firms should be invited to advise and co-operate with local Governments in the task of selection. It would of course be necessary to ensure that candidates had received

a sound preliminary education, and the Government of India are disposed to think that for this purpose no one but graduates should be regarded as eligible. They would not, as at present advised, be disposed to accept a certificate that a candidate has passed one of the existing commercial courses as a satisfactory alternative.

6. With these remarks the Government of India would be glad to receive the opinions of local Governments upon the subject generally. As already indicated the number of the scholarships must in any case be very limited: and probably not more than one or two could be allotted in the year. The term of tenure might be for three years, and the amount of the scholarship £150. In other respects the regulations applicable to the Government technical scholarship would seem to be suitable. The distribution of the scholarships between provinces would of course rest with the Governor General in Council.—I have, &c.,

H. H. RISLEY,
Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 9th August 1906.

No. 716 OF 1906.

The Hon'ble Mr. E. GILES, M.A., C.I.E.,
DIRECTOR OF PUBLIC INSTRUCTION, Poona.

SIR,—I am directed to acknowledge receipt of your communication No. 3686 of the 27th July, with accompaniment, from the Government of India, No. 311 of May 16th, 1906, regarding the desirability of establishing scholarships for the promotion of higher commercial education in this country.

My Committee, while generally approving of the proposed scheme, are of opinion that such scholarships should not be confined to "those classes of natives who trade on their own account on some not inconsiderable scale," but should be thrown open to all classes and nationalities resident in India including Eurasians and domiciled Europeans. It is felt that given certain educational qualifications it would be invidious as well as difficult to

draw distinctions as to who should try for these scholarships, as it is possible that the sons of others than merchants may wish to follow a mercantile career. And it is believed it would be to the advantage of the country generally were highly trained men of all classes available to guide its commercial activity as directors, managers, and heads of departments, more especially in newly developed industries ; but no such favourable position would be created if the suggested scholarships were limited only to selected individuals in certain mercantile families.

In conclusion my Committee endorse the opinion of Government that candidates for these scholarships should have a sound preliminary education, and that none but graduates should be regarded as eligible.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

LIBRARY
ROYAL ASIATIC SOCIETY

APPENDIX T.

THE ADULTERATION OF FOODS AND DRUGS.

KEMP & Co., LD.,

BOMBAY, 8th March 1906.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—The adulteration of food and drugs is becoming a serious matter, and as we are specially interested in the adulteration of drugs, we have the honour to ask your powerful co-operation to induce Government to bring in an Act that shall control this, and give the consumer an assurance that he gets the article he expects to purchase.

The bazaars of India, especially in the large cities, are well known to be full of adulterated drugs, a most serious matter for physician and patient alike, and an article on this subject appearing in the London *Lancet*, gives me an opportunity of bringing the subject before you.

I would suggest that a law, modelled on the lines of the Food and Drugs Act of England, be brought into force in India with the standards arranged to suit the climate and conditions obtaining in this country, or a law insisting that every article is labelled in accordance with the contents of packages, and accurately describing the same—

e.g., Rectified spirit ... ... 90 per cent.
Rectified spirit ... ... 60 „
Tincture of ... ... B. P.
(B. P.=British Pharmacopœia.)
Tincture of ... ...
(This preparation is not of B. P. standard.)

Complaints are constantly occurring in large wholesale houses such as Kemp & Co., which show that consumers suffer considerably.

I append a table showing some of the most familiar adulterations, and would also draw your attention to the *Lancet* article enclosed herewith.

A memorial to Government from such a powerful body as your selves would, I am sure, have prompt attention.—I am, &c.,

ALFRED PELL,
General Manager.

Article.	*Adulterant.*
Acetic acid...	Water.
Musk	Blood, otto of Henna.
Asafetida	Stones, dirt, gum.
Iodoform	Sulphur, boric acid.
Santonin	Boric acid crystals;
Iodide of potassium	Bromide of potassium.
Quinine	Cinchonnic.
Tinctures	No spirit, or less.
Ointments	Japanese wax.
Bees wax	Lard.
Sal Volatile	Less or no spirit.
Spirit of sweet nitre	Do.
Pure acids...	Common supplied.
Rectified spirit	Water.
Bismuth salts	Precipitated chalk.
Saffron	Sugar and fibre.
Gum acacia powder	Starch.
Calomel	Precipitated chalk.
Gamboge powder	Turmeric.
Spirituous preparations	Less or no spirit.
Menthol	Epsom salts.
Almond oil	Sweet oil.
Aniseed oil...	Spirit.
Cinnamon oil	Cassia and other cheap oils, and colour.
Cajeputi oil	Turpentine.
Palma Rosa oil	Indian grass oil.
Copaiba oil	Gurjim oil.
Sandalwood oil	Do. and copaiba oil.
Peppermint oil	Turpentine.
Liquid extract of Ergot	Less ergot and less spirit than B. P.
Laudanum...	Less opium and less spirit than P. P. and not standardised.

(EXTRACT FROM "LANCET," DATED 23RD DECEMBER 1906.)

Adulteration of Food and Drugs in Bombay.

A paper on the Adulteration of Food and Drugs in Bombay by Mr. Dosabhai Rastamji Bardi, Senior Tutor in Chemistry and Medical Jurisprudence at the Grant Medical College, appeared recently in the *Transactions of the Bombay Medical and Physical Society* (vol. ix., No. 1). From this paper it appears that the Municipality of Bombay, which rejoices in the proud motto, *Primus in Indis*, is unfortunately behind many civilised cities in the provision of means to detect and to prevent the adulteration of food and drugs. It has only one officer designated "analyst," whose principal duty seems to be to examine samples of municipal stores, but the work is so light that he is allowed to undertake private work in addition to his municipal duties. No facilities exist in Bombay for procuring samples of food and drugs for analysis and no recognised and trustworthy standards have been set up. In fact, present conditions would appear to be somewhat similar to those which existed in this country prior to 1860, when Parliament passed the first Act against the adulteration of food and drugs, being roused to activity by the reports of the Analytical Commission appointed by the *Lancet*. That the adulteration of food and drugs in Bombay is very prevalent is shown by the results of the analysis of certain taxable foods and drugs which were examined by the Government Chemical Analyst, Bombay, for revenue purposes. Of 219 samples of ordinary foods and drinks examined from 1890 to 1900 no less than 105 were adulterated or unfit for consumption, while of 78 samples of drugs examined during 1892-95 no less than 65 were adulterated or unfit for consumption. Mr. Bardi describes in an able manner the various forms of adulteration which are practised on foods and drugs intended for consumption in Bombay. Of these reference need only be made to those presenting unusual features. Milk is chiefly adulterated with water and is one of the most fruitful sources of disease in Bombay owing to the impurity of the water. As a result the infantile mortality reaches the high figure of 786·5 per 1000 births, though this abnormal death-rate is partially attributed to the large use of adulterated condensed milks for the feeding of infants. In addition to the various products of the dairy known in this country the natives prepare large quantities of *ghee* and *dahi*. *Ghee*, also known as clarified butter, is prepared by boiling butter until it becomes granular, and *dahi*, which is sou-

boiled milk in a coagulated form, is prepared by adding *dahi* or butter to boiled milk. Both these foods are extensively used, especially the former, and are adulterated to a great extent, the former with various fats and starches and the latter with impure water. The Hindus who as a class consume a large quantity of *ghee*, suffer from digestive troubles which they, in common with their physicians, ascribe to its adulteration. In the case of bread a vetch, *lathyrus sativus*, Kesari Dal, or *l. cicera* is employed as an adulterant of barley and wheat. Mr. Bardi gives a list of poisonous chemical substances which are used for colouring sweets and confectionery. Thus, compounds of barium, arsenic, antimony, and lead are used for producing a yellow colour; compounds of arsenic with copper to give a green colour; compounds of barium and zinc to confer whiteness; and Prussian blue for producing a blue colour. In the case of tea exhausted leaves are sometimes treated with catechu. Turning to drugs, Mr. Bardi enumerates those which have been found to be adulterated. Of these, santonin calls for special mention owing to the large proportion of boric acid with which many samples of it were adulterated. This is an ingenious fraud, advantage being taken of the similar flaky appearance of boric acid and santonin. Mr. Bardi then proceeds to suggest suitable standards of purity and means of detecting adulteration. In the case of infants' food he proposes that it must be free from woody fibre, mineral matter insoluble in acids, and preservatives. It must not consist chiefly of starch and should be accompanied by directions as to the proper quantity for a child during 24 hours. Foods with a low percentage of fat should be made up with milk and milk foods should not be deprived of the milk fat. In reporting upon tinned foods Mr. Bardi suggests the rejection as unfit of all tins that are perforated by nails or show angular indentations, together with those that are bulged out with gas and which are rusty or not hermetically sealed. When a tin produces a hollow sound on being gently struck with a small wooden mallet it should be condemned. Finally, Mr. Bardi considers the various means of preventing adulteration and suggests measures based on the English Sale of Food and Drugs Act. A clause is inserted for the examination of imported foods and drugs at the port of entry by properly qualified Government examiners, so as to prevent the importation of all adulterated articles. In the case of perishable drugs Mr. Bardi urges the necessity for adopting special precautions similar to those suggested by the Medico-Legal Society of New York, whereby such

drugs should be marked with the date of manufacture and a time limit fixed, after which the drug would be unfit for use. As regards repressive measures, Mr. Bardi approves of the Parisian method of fining a dishonest shopkeeper and then condemning him to a public confession of his guilt by stating the particulars on a large placard conspicuously exhibited in his shop during the pleasure of the court.

CHAMBER OF COMMERCE,
BOMBAY, 15th March 1906.

No. 197 OF 1906.

MESSRS. KEMP & Co.,
Bombay.

DEAR SIRS,—I am directed by my Committee to acknowledge receipt of your communication dated the 8th instant, on the subject of the adulteration of drugs, and to express their sympathy with you in the move you have initiated in the interests of the public.

My Committee are however of opinion that it is essentially a question that ought in the first instance to be taken up by the various Trades Associations of India, who should make their representations direct to Government. On hearing of the views thus expressed in the statement of the case, the Committee will consider the advisability of submitting an independent representation in your support.

It will be recognised that the subject does not quite come within the province of the Chamber, but by following the course suggested, it is possible that an opportunity might be afforded my Committee to move in the matter.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX U.

ANTHRAX IN THE UNITED KINGDOM, AND "BOMBAY OILSEED CAKE."

No. A—8959 of 1905.

POONA, 8th December 1905.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward for the information of the Chamber of Commerce copy of a despatch from the Secretary of State regarding the possibility of outbreaks of anthrax in Britain, being due to infection introduced by the medium of Indian oil-seed cakes.

2. I have the honour to request that I may be favoured with such information as the Chamber may have at its disposal regarding:

1. The localities from which the linseed, rape, and cotton seeds used in the manufacture of these feeding cakes are brought;
2. The methods of harvesting the seeds;
3. The methods of transport of the material to the coast;
4. The processes of manufacture of cakes.—I have, &c.,

H. S. LAWRENCE,
Director, Land Records and Agriculture.

CIRCULAR No. 27—96-2.

To ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS.

Dept. of Rev. & Agri.

SIMLA, 4th October 1905.

SIR,—I am directed to forward a copy of a Despatch No. 103-Rev., dated the 7th July 1905, and enclosures, from His Majesty's Secretary of State for India, regarding the possibility of outbreaks of anthrax in Britain being due to infection introduced by the

medium of Indian feeding cakes or by cakes made in Britain from Indian oil-seeds, and with reference to paragraph 2 to request that the Government of India may be furnished, so far as is practicable, with the information desired by the Board of Agriculture and Fisheries.—I have, &c.,

J. WILSON,
Secretary to the Government of India.

To the Chief Secretary to the Government of Madras.
" " " " Bombay.
" " " " Bengal.
" " " " the United Provinces.
The Revenue " " " Punjab.
" " " " Burma.
The Honourable the Chief Commissioner, Central Provinces.
" " " " Assam.
The Chief Commissioner, Coorg.
" " Ajmer.
The Honourable the Resident at Hyderabad.
" " Agent to the Governor-General, Central India.
" " " " " Rajputana.
" " " " " in Baluchistan.

The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.

REVENUE No. 103.

INDIA OFFICE, LONDON, 7th July 1905.

TO HIS EXCELLENCY the RIGHT HONOURABLE
THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

MY LORD,—I forward a copy of correspondence with the Board of Agriculture and Fisheries, who state that in numerous instances animals in this country infected with anthrax have been found to have been previously fed with Bombay cotton cake, and that outbreaks

From Board of Agriculture, dated 3rd March 1905.
To Board of Agriculture, R. & S. 532, dated 7th March 1905.
From Board of Agriculture, dated 10th June 1905.

of the disease are thought to be possibly due to infection introduced by the medium of Indian feeding cakes or of cakes made in Great Britain from Indian oil-seeds.

2. With the view of ascertaining whether this suspicion is well founded, and if so, whether measures can be taken to prevent such infection, I request that as full inquiries as possible may be made in the directions suggested in the final paragraph of the Board's letter of 3rd March last and that the results may be reported to me.—I have, &c.,

ST. JOHN BRODRICK.

No. A-6607—1905.

BOARD OF AGRICULTURE AND FISHERIES,

4, WHITEHALL PLACE,

LONDON, S. W.,

3rd March 1905.

The UNDER-SECRETARY OF STATE FOR INDIA,

INDIA OFFICE, S. W.

SIR,—I am directed by the Board of Agriculture and Fisheries to acquaint you, for the information of the Secretary of State, that in connection with enquiries made by Inspectors of the Board into outbreaks of anthrax amongst animals in Great Britain, it has been found that in a considerable number of instances the animals which have become affected with the disease had been recently fed on a feeding stuff known as Bombay cotton cake.

2. As it appears possible that outbreaks of anthrax in this country may be due to infection introduced by the medium of Indian cakes or by cakes made in Great Britain from oil-seeds imported from India, the Board feel that it would be to the interests of both India and Great Britain that the matter should be investigated with a view to ascertaining whether this inference is correct, and, if so, whether any measures can be taken to minimise the risk of the introduction of the disease into Great Britain.

3. The Board would be obliged, therefore, if Mr. Brodrick would be so good as to cause them to be furnished with any information

which may be obtainable as to the locality or localities in India from which the linseed, rape and cotton seeds used in the manufacture of the feeding cakes in question are drawn, the methods of harvesting the seeds, the method of transport of the material to the coast, and the processes of manufacture of cakes, exported from India to this country.—I have, &c.,

T. K. ELLIOTT,
Secretary.

No. R. & S. 532.

INDIA OFFICE, 7th March 1905.

The SECRETARY,
BOARD OF AGRICULTURE AND FISHERIES,
4, WHITEHALL PLACE, S.W.

SIR,—With reference to your letter No. A. 6607-1905, of 3rd March 1905, regarding the possibility of outbreaks of anthrax in this country being due to infection introduced by the medium of Indian feeding cakes or by cakes made in Great Britain from Indian oil-seeds, I am directed to inform you that the Government of India will be requested to cause enquiry to be made with the view of supplying the information required.

But as linseed, rape and cotton are grown in many parts of India, it would facilitate the inquiry if particulars could be ascertained in this country by the Board of Agriculture as to the port or ports in India from which the so-called "Bombay cotton-cake," or the seed which is thought to be a possible source of infection, has been shipped, and also the names of and firm or firms in India through whom supplies of the cake or seed are obtained by the importing houses in the United Kingdom.

If this information could be supplied, it might be possible to trace the districts from which the suspected cotton-cake or seed is chiefly drawn, and in this way the inquiry could be localised and made more precise.—I am, &c.,

T. W. HOLDERNESS,
Secretary,
Revenue and Statistics Department.

No. A.-8143-1905.

BOARD OF AGRICULTURE AND FISHERIES,
4, WHITEHALL PLACE, LONDON, S. W.,
10th June 1905.

The UNDER SECRETARY OF STATE FOR INDIA,
INDIA OFFICE,
WHITEHALL, S. W.

SIR,—I am directed by the Board of Agriculture and Fisheries to advert to Mr. Holderness's letter of the 7th March last (No. R. & S. 532), asking for certain particulars as to the trade done with India in feeding cakes and cakes made in Great Britain from Indian oil-seeds, and I am to acquaint you the Board understand that Indian cake is exported to this country from Karachi and Bombay principally, and that a smaller trade is done with Calcutta and the ports on the Madras coast also.

Linseed and cotton seed are imported from practically all Indian ports, but mainly from those above mentioned.

The following are the names of firms in Bombay through whom supplies of cotton seed are obtained by the importing house in the United Kingdom :—Ralli Bros., Volkart Bros., J. Fachiri, Tate & Co., E. Lam & Co., Nensey Khairaz & Co., Killick, Nixon & Co., D. Sassoon & Co., J. A. Begbie & Co., and E. D. Sassoon & Co.—I am, &c.,

A. W. ANSTRUTHER,
Assistant Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 11th January 1906.

No. 17 OF 1906.

H. S. LAWRENCE, ESQ., I.C.S.,
DIRECTOR, LAND RECORDS AND AGRICULTURE,
Bombay-Poona.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter No. 8959 of the

8th ultimo, together with a copy of a despatch from the Secretary of State regarding the possibility of outbreaks of Anthrax in Britain, being due to infection introduced by the medium of Indian oil seed cakes.

Before dealing with the queries you put forward, I am directed to point out that there is practically no export of cotton cake from this country. The port of Hull is a large consumer of Bombay cotton seed; and as it is understood that shipments after landing are often taken into process without being sorted or cleaned, my Committee would venture to suggest that some enquiry on the point now raised might usefully be made at Hull. They are, however, of opinion that the supposition that Anthrax may be due to cotton cakes made from imported seed should not be accepted without the fullest investigation and the clearest proof, for it is believed that in the seed itself the germ of Anthrax is never found; and when it is borne in mind that cattle in England are fed on many different cakes made from various seeds supplied by countries other than British India, it seems evident that enquiry should be made in other directions before cake made from Bombay cotton seed is regarded with suspicion.

In support of this view my Committee would beg to draw attention to the large and rapidly increasing trade in cotton seed from this port. From 677 tons in 1898-99, the export had increased in 1902-03 to 1,92,973 tons, and in 1903-04, though there was a decline, the shipments were 1,21,689 tons. It seems strange therefore that Bombay Cotton Seed should now be suspected, for there is much in the above figures to negative the theory that has been put forward.

To your four queries I beg to reply as follows:—

(1) Linseed, rape, and cotton seed, used in the manufacture of feeding cakes, come from all the Districts on this side of India where these crops are grown. Lincake and other cakes, excepting Rapeseed cake, which it is believed is not made, come mainly from the Berars.

(2) Cotton seed is gathered from the gins, and other seeds are threshed either by hand or by the treading of cattle. The seeds are packed in bags and railed down

promptly to port of shipment, but at the end of the season supplies are sometimes available from ryots' stores.

(3) If intended for export for crushing, oil seeds are packed in ordinary gunny bags up-country, and (excepting cotton seed) are as a rule re-bagged in Bombay. If exported in cake the gunny bags are filled at the mills up-country and railed down to Bombay.

(4) The cakes are made in machines the same as in England, and also by the ordinary bullock presses.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX V.

THE STATUTORY TESTING OF KEROSENE OIL.

THE ASIATIC PETROLEUM COMPANY, LIMITED,

BOMBAY, 17th May 1906.

No. 4602.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—In connection with the statutory testing before import of certain cargoes of kerosene oil which arrived recently in this Port, we raised a question with the Collector of Customs as to the correctness of the Bombay testing apparatus, the outcome of which appears to be that there is more than a possibility that the Bombay instrument may have fallen away from the Standard, while there are no means to ascertain this, and if need be rectify it, short of sending the instrument to Calcutta.

The Petroleum Act, VIII of 1899, lays down that the instrument shall be verified with the model test apparatus at Calcutta once every five years. This, for many reasons we venture to think, is a primitive and unsatisfactory procedure, but it will not perhaps be necessary to say more than that we believe with certain instruments the journey across from Calcutta is quite sufficient to upset the standardising they have just been subjected to. If this be true, it reduces the system of Bombay sending her instruments to Calcutta for standardising to a farce and affords ample ground for the Chamber asking that it should give way to a reasonable and efficient system. If on the other hand it had not been possible to point to the fatuousness of the policy now being followed, we think nevertheless that the importance of the trade of Bombay would more than entitle our Port to be placed in a position independent of Calcutta in this matter.

In reply to a recent letter the Collector on 16th instant wrote to us as follows :—

> " The question of having a standard apparatus at Bombay was " raised and advocated by the Chemical Analyser in 1895, but " the proposal did not meet with the approval of the Govern- " ment of India."

This indicates that any representation which the Chamber may see their way to now make in the direction indicated by us would probably receive the support by the Chemical Analyser, and considering the enlightened view now taken by Government in regard to Commercial questions, we think it is more than probable that the 1895 decision would no longer be adhered to.

We have raised the question primarily with regard only to kerosene testing, but the Chamber will no doubt feel it desirable to call for an alteration in the procedure in respect to all testing instruments required in the regulation of trade which the Chemical Analyser might consider incapable of doing the journey back from Calcutta without risk of falling away from the Standard.—Yours, &c.,

W. & A. GRAHAM & Co.,
Agents,
The Asiatic Petroleum Co., Ltd.

CHAMBER OF COMMERCE,
BOMBAY, 25th May 1906.

No. 455 OF 1906.

The CHEMICAL ANALYSER,
GOVERNMENT OF BOMBAY.

SIR,—The attention of my Committee has been drawn to certain facts connected with statutory testing of cargoes of kerosene oil, and some doubts have been cast as to the correctness of the Bombay testing apparatus, which it is possible may have fallen away from the recognised standard. Short of sending the instrument to Calcutta there appears to be no means of ascertaining how far this may be the case.

The Petroleum Act, VIII of 1899, lays down that the instrumen shall be verified with the model test apparatus at Calcutta once every five years. This, for many reasons my Committee venture to think, is a very unsatisfactory procedure, one objection being that with certain instruments it is believed the journey across to Calcutta and back is sufficient to upset the standardising they have been subjected to there. Even if this be not so, my Committee are of opinion that the importance of the trade of Bombay more than entitles this Port to be placed in a position independent of Calcutta in this matter.

My Committee are informed that the question of having a standard apparatus at Bombay was raised and advocated by you in 1895, but that the proposal did not meet with the approval of the Government of India. They, however, now propose addressing the Government on behalf of the Chamber, and with this object in view they would be obliged if you would be so good as to furnish them with a list of testing instruments required for the regulation of trade for which Bombay is at present dependent on Calcutta.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 25th May 1906.

No. 454 OF 1906.

The STANDARD OIL CO. OF NEW YORK,
Bombay.

DEAR SIRS,—I am directed to forward you the accompanying letter for your perusal and information, and to say the Committee will be pleased to receive any comments from you that will assist them in making a representation to Government.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

Similar letters to the Burmah Oil Co. and Messrs. A. I. Mantacheff & Co.

BOMBAY, 25th May 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your favour of date covering copy of letter, dated 17th instant, addressed to you by Messrs. W. and A. Graham & Co., Agents, the Asiatic Petroleum Co., Ld., on the subject of oil tests in Bombay.

Some four years ago the Chemical Examiner here declared as being under test some 50 barrels of Earth Oil imported by us from Rangoon which had been duly certified by the Chemical Examiner

of the Burmah Government, to be in order under the Act. We suggest that before making this representation to Government, some information should be supplied as to the method employed by the Chemical Analyser in determining the flash points of various oils, as it is very possible that it is not the instruments which were wrong but the method of testing.

We may add that if this matter could be done before the 31st instant, there is at present in Bombay one of the leading Chemists of the Burmah Oil Co., Ld., and we will arrange for him to be present at this test.—We are, &c.,

SHAW, WALLACE & Co.

STANDARD OIL CO. OF NEW YORK,

BOMBAY, 26th May 1906.

J. B. LESLIE-ROGERS, ESQ.,

SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—We beg to acknowledge due receipt of your favor No. 451 of May 25th, 1906, forwarding copy of a letter addressed to the Bombay Chamber of Commerce by the Asiatic Petroleum Co. with reference to the test of cargoes of kerosene oil and the apparatus used for that purpose. Speaking generally, we believe that the importers of kerosene oil at Bombay, who pay such a very large amount during the course of the year to Government in the shape of duty, have a right to expect that the apparatus used in making such tests should be absolutely above reproach. We are unable to say whether the journey of an apparatus by rail to Calcutta and back would be harmful, but considering that apparatus of this kind must come out from England by steamer in the first place, we should think that the Railway journey would not be harder on the instruments than the knocking about that they would get in the course of being shipped by steamer from England to Bombay. The principal point to be considered, it appears to us, is whether the apparatus at Calcutta is absolutely correct, and whether there is any official at that place who understands these instruments sufficiently to enable him to make any necessary corrections. We do not understand how long the Government of India expect an apparatus to last, but as they

provide that the instrument should be standardized once every 5 years, we assume that they would consider that the life of such an instrument was eternal. We have the highest confidence in the technical and practical ability and experience of our present Government Chemical Analyser at Bombay. As this question appears to be a peculiarly technical one, we are of opinion that perhaps the simplest way to arrive at a practical solution would be for the Chamber of Commerce to invite the Chemical Analyser to Government to be kind enough to meet the representatives of the leading oil importing firms at Bombay when this matter could be fully discussed. It seems to us that in any representations that should be made to the Government of India on this subject, we should act in entire sympathy and in accordance with the suggestions and views of the Government Chemical Analyser at Bombay.—We are, &c.,

C. F. MEYER,
Attorney,
Standard Oil Co. of New York.

No. 1128 OF 1908.

OFFICE OF THE CHEMICAL ANALYSER,
GOVERNMENT LABORATORY, BYCULIA,
BOMBAY, 6th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your No. 455 of the 25th ultimo, and to forward herewith a copy of the reply from the Chemical Examiner, Calcutta, to my enquiry as regards the description of the Model Test Apparatus, and also a reply to an enquiry from the Government Observatory. I have already expressed my opinion in favour of each Laboratory arranging for its own standardising, not only to save delay occasioned by transit to and fro, but also to avoid the damage done to the thermometers by the vibration, shaking and heat to which they are subjected at each journey, which may either destroy the thermometers or, as frequently found, alter the reading.—I have, &c.,

T. D. COLLIS-BARRY, Major, I.M.S.,
Chemical Analyser to Government

No. 423-A.

From the CHEMICAL EXAMINER to GOVERNMENT, Bengal,

To the CHEMICAL ANALYSER to GOVERNMENT, Bombay.

Calcutta, 30th May 1906.

SIR,—In reply to your letter No. 1063, dated the 26th May 1906, I have the honour to state that a description of the Petroleum Test Apparatus and the method of using it is given in the Indian Petroleum Act, VIII of 1899, First Schedule—Testing.

The model test apparatus kept in this office exactly conforms to the above and is marked "Model Test Apparatus" in accordance with Section 19 of the Act.—I have, &c.,

J. H. BLACK.

No. 295 OF 1906.

GOVERNMENT OBSERVATORY, Bombay,

Bombay (Colaba), 5th June 1906.

From N. A. F. MOOS, Esq., DIRECTOR, GOVERNMENT OBSERVATORY,

To the CHEMICAL ANALYSER to GOVERNMENT, Bombay.

SIR,—With reference to your letter No. 1106, dated the 2nd instant, I have the honour to state that I have two standard thermometers with which all other thermometers are compared and standardised. This Observatory, however, does not undertake such work of comparison as routine, but I shall be very glad to have your thermometers carefully tested and compared with our Kew Standard if you will send them to me.—I have, &c.,

N. A. F. MOOS.

CHAMBER OF COMMERCE,

BOMBAY, 19th June 1906.

No. 503 OF 1906.

The SECRETARY to GOVERNMENT,

GENERAL DEPARTMENT, Bombay.

SIR,—It has been recently brought to the notice of my Committee that in connection with the statutory testing before the import of certain cargoes of kerosene oil, a question had arisen as to the

correctness of the Bombay Testing Apparatus, the outcome of which appeared to be that there was a strong possibility that the Bombay Instrument had fallen away from the standard.

It is laid down in the Petroleum Act, 8 of 1899, that this Testing Apparatus should be verified with the Model Test Apparatus of Calcutta once every five years. This, for many reasons my Committee venture to think, is a very unsatisfactory procedure. The journey to and fro not only causes delay, but the thermometers are liable to serious damage by vibration, shaking and heat to which they are subjected. If not actually destroyed by these means, the reading is frequently found to have been altered.

My Committee are of opinion that to avoid such delay and possible injury to the instrument, the standardizing should be arranged for in Bombay, and they consider that the growing volume and importance of the trade at Bombay entitles our port to be placed in a position independent of Calcutta in this matter. They have addressed the Chemical Analyser on this subject, and understand that he is in favour of it being done here, and that there are no practical difficulties in the way.

My Committee would therefore be obliged if Government could arrange for the above facilities being provided in Bombay as soon as possible.—I have, &c.,

H. E. E. PROCTER,
Chairman.
J. B. LESLIE-ROGERS,
Secretary.

No. 3847 OF 1906.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 27th June 1906.

To the CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 503, dated the 19th instant, regarding arrangements for the verification of the apparatus for testing petroleum, and to state that it will be laid before Government.—I have, &c.,

A. R. KING,
for Secretary to Government.

No. 5710 OF 1906.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 26th September 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR—,With reference to your letter No. 503, dated 19th June 1906, suggesting that arrangements may be made for the verification in Bombay of the apparatus for testing petroleum in modification of the procedure laid down in the Petroleum Act, 1899, I am directed to state, for the information of the Chamber, that a proposal was submitted a few years ago to the Government of India for the deposit of a model test apparatus in Bombay, but the proposal was not approved by that Government.

2. It has, however, been ascertained that arrangements can be made for testing the thermometers at the Government Observatory at Colaba, and the Chemical Analyser to Government has been instructed to have the thermometers standardised at the Observatory in future when there is any doubt as to their accuracy.

3. I am to add that the Chemical Analyser to Government reports that up to the end of last year, when several samples of kerosene belonging to Messrs. Graham & Co. failed to pass the test limit, there had never been any doubt as regards the accuracy of the thermometers.—I have, &c.,

H. O. QUIN,

Secretary to Government.

No. 879 OF 1906.

CHAMBER OF COMMERCE,

BOMBAY, 11th October 1906.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

Petroleum Tests.

SIR,—I am instructed to acknowledge receipt of your letter No. 5710 of the 26th ultimo, and to convey to Government the thanks of the Committee of the Bombay Chamber of Commerce for so kindly complying with their suggestion in the matter referred to.—I have,&c.

C. J. MICHAEL,

for Secretary.

APPENDIX W-1.

INDIAN TRADE STATISTICS.

No. 1661-1667—3.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Statistics.

From W. L. HARVEY, ESQ., I.C.S., C.I.E.,

SECRETARY TO THE GOVERNMENT OF INDIA,

To the SECRETARY, Bengal / Bombay / Karachi / Rangoon / Madras / Upper India / Punjab CHAMBER OF COMMERCE.

CALCUTTA, 2nd March 1906.

SIR,—I am directed to forward, for the information of the Chamber, 10 copies of the Report of the Committee on Indian Trade Statistics and of the orders * passed thereon by the Government of India. I am to invite attention to the remarks made in paragraphs 20, 26 (ii), and 58 of the Report, and to request that the Chamber will assist the Government officials, as far as possible, in introducing the new arrangements. The work of the Collectors of Customs would be materially facilitated if the system which will now be inaugurated were explained to the members of the Chamber, and if their co-operation were secured in obtaining the additional information which it will be necessary to collect

* Resolution No. 1650-1660—3, dated the 2nd March 1906.

2. The Government of India are confident that they can rely upon the active assistance and support of the Chambers in this matter.—I have, &c.,

W. L. HARVEY,
Secretary to the Govt. of India.

No. 1650—1660-3.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Statistics.

RESOLUTION.

CALCUTTA, 2nd March 1906.

READ—

Resolution by the Government of India, Finance and Commerce Department, No. 401-S.R., dated the 19th January 1905.

Report of the Committee on Indian Trade Statistics.

The Government of India have had under their consideration the report presented by the Committee appointed in the Resolution quoted above. The recommendations which have been made by the Committee have the general approval of the Government of India, who are of opinion that the adoption of these suggestions will do much to improve the accuracy and to increase the usefulness of the trade statistics at present published by the Government. They desire to record their appreciation of the manner in which the difficult duty entrusted to the Committee has been carried out, and to tender their thanks for the valuable suggestions which have been made. In this Resolution only the more important changes advocated in the report are dealt with; all subsidiary matters will be subsequently disposed of under the orders of the Government of India or of the Director-General of Commercial Intelligence.

2. In paragraph 20 of their report the Committee recommend that, in addition to the information based on the present system of registration according to the "port of shipment," an attempt should be made to compile statistics of the import trade according to the "country of consignment" as defined in paragraph 15. The Government of India approve this recommendation, but they consider that the supplementary tables should not, as is proposed by the Committee, be compiled in such a manner as to show merely the extent

to which the total trade with each country is affected by the adoption of the "country of consignment" as the basis of registration as compared with the statistics prepared under the present system. They are of opinion that it is necessary, both in the interests of the Government and of merchants, that as accurate information as it is possible to obtain should be available in respect of the origin of all imports of any appreciable magnitude; and they are therefore pleased to direct that the statistics showing the imports from foreign countries into India shall be prepared under both the systems referred to, and that these statistics shall be published concurrently for a period of five years. If the new system proves satisfactory in actual practice, it can then be definitely adopted without occasioning any serious break in continuity owing to the abandonment of the present method of registration.

3. Similar remarks apply to the recommendation in paragraph 24 of the report regarding export statistics. Although, as the Committee point out, the discrepancies between the figures compiled according to the "final port of destination" and those based on the present indefinite system will not be of much practical importance, yet the Government of India consider it most desirable that the import and export statistics should be treated in precisely the same manner. The statistics will then be more useful for comparative purposes and will also be more readily intelligible. In this connection it may be added that the Government of India agree that the procedure recommended in paragraph 26 (iii) of the Report should be introduced.

4. The forms suggested for the bill-of-entry and shipping bill, which are referred to in paragraphs 61 and 62 of the report, are approved by the Government of India, and they should now be prescribed for general adoption by the Chief Customs Authority in each Maritime Province, under Sections 86 and 137 (*a*) of the Sea Customs Act, 1878 (VIII of 1878). As suggested by the Committee, no alterations in these forms should be made without the previous sanction of the Government of India.

5. The Government of India concur in the remarks and proposals made in paragraphs 47, 48, 50 (8), 58, 59 and 72 of the report, and they desire that action may now be taken by the Local Governments concerned to give effect to these suggestions and recommendations.

ORDER—Ordered, that a copy of this Resolution, together with 50 copies of the Report of the Committee on Indian Trade Statistics, be forwarded to the Government of Madras, Revenue Department; Bombay, Revenue Department; Bengal, Financial Department; Burma, Revenue Department; Eastern Bengal and Assam, Financial Department, for information and further necessary action.

Ordered, also, that a copy* of this Resolution, together with a copy of the Report of the Committee, be forwarded to the Finance Department / Director-General of Commercial Intelligence for information.

*Copy of notes will follow in print.

Ordered, also, that a copy of this Resolution, together with $\frac{12}{3}$ copies of the Report of the Committee, be forwarded to the President / Members of the said Committee, for information.

Ordered, also, that the Resolution, and the Report of the Committee, be published in the Supplement to the *Gazette of India* for general information.

W. L. HARVEY,
Secretary to the Government of India.

CHAMBER OF COMMERCE,
BOMBAY, 15th March 1906.

No. 199 OF 1906.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to confirm the following telegram despatched to your address yesterday :—

"Your letter 1661, second instant. With reference para. 72. "Report Trade Statistics, this Chamber was not sounded on "proposed changes, and Committee would therefore ask that "further action be not taken till receipt of their letter."—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 28th March 1906.

No. 234 OF 1906.

W. L. HARVEY, ESQ., I.C.S., C.I.E.,
SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1661-1667-3 of the 2nd March 1906, with which you forwarded, for the information of the Chamber, 10 copies of the Report of the Committee on Indian Trade Statistics, and of the orders passed thereon by the Government of India.

2. The Committee have studied the Report with great care and approve of the various suggestions put forward which they consider should considerably enhance the value of the Trade Statistics. There are however two subjects referred to in the Report in paras. 72 and 91 which call for some comment. In para. 72, for instance, the following passage occurs :—

"It is in our opinion undesirable to have in the Custom House "outside clerks, however responsible, handling documents which "bear to a certain extent a confidential character. We recom- 'mend therefore that the compilation of these publications at "Bombay and Karachi should be transferred to the Custom "House staff as at other Ports. We have sounded the Bombay "and Karachi Chambers of Commerce on this proposal and under- "stand that no objection is likely to be raised on their part."

The Committee of the Chamber cannot recall any occasion on which they were "sounded" in regard to the compilation of the publications referred to, and they have never expressed concurrence in the proposal that the work hitherto done by their Statistical Staff should be transferred to the Custom House. This being so, I had the honour, under the instructions of the Committee, to telegraph to your address as follows under date 14th instant :—

"Your letter 1661, second instant. With reference para. 72, "Report Trade Statistics, this Chamber was not sounded on pro- "posed changes, and Committee would therefore ask that further "action be not taken till receipt of their letter."

And I am now directed to submit for the consideration of the Government of India the following reasons the Committee would put forward for not altering the arrangements which at present exist for the publication of the statistical information by the Bombay Chamber of Commerce :—

(*a*) The staff employed by the Chamber for this particular work has been located in the Custom House building for over 35 years.

(*b*) During this long period not a single complaint has been received either from the authorities or merchants as to any improper use having been made of the information extracted from the Customs documents.

(*c*) Copies of the returns published by the Chamber, chiefly by the aid of Customs documents, are forwarded for the information of the Government of India, together with a Memorandum showing the character of the information given in each return. These returns are published at considerable cost and financially show a loss to the Chamber. They are published with great regularity and expedition, and are of immense value not only to members of the Chamber but to merchants generally. Apart from this the Committee are applied to frequently for miscellaneous information on trade matters—Import and Export—which the Chamber's statistical staff, as at present constituted, is in a position to supply with exactness and promptitude.

(*d*) In the event of Government deciding to transfer the publications under discussion to the Custom House in Bombay, it would mean a reduction to the Chamber of about ⅔ths of its present publications which would also necessarily entail a corresponding reduction in the present Statistical Staff ; and the Committee would like to know whether Government would be prepared to take over those clerks of the Chamber's staff whose services would consequently have to be dispensed with. They would also like to have an assurance that there would be no curtailment of the information now given, and that

it would be published in the present form as regularly and expeditiously as it is at present, so that comparison with former years may be maintained.

I am to add, in conclusion, that the members of the Chamber are strongly in favour of the present system being continued. They have all along been accustomed to the form in which the information has for years been published by the Chamber, as it enables them to follow at a glance and without confusion the regular course of trade. If however Government are unable to accede to this request, the Committee would ask that this Chamber should be consulted regarding any fresh statistics or returns the Customs House staff may propose to publish. They do so because they feel there is a growing tendency to publish detailed information regarding the business done by individual firms. The Committee are aware that this information has been asked for from England, but they hold a very strong opinion that such information is confidential and should not be published without the consent of the parties concerned. I am to beg therefore that these points may receive the favourable consideration of Government before final orders are passed on the subject.

With reference to para. 91 in which it is suggested that the maund should be retained as the unit of weight, my Committee are of opinion that it would be to the advantage of trade generally to establish some uniformity in the weight and measures shown in both the Internal and Provincial Trade of the country ; and that as the English measure of weight is already adopted in both the Seaborne and Frontier Trade, the cwt. should in future be the unit of weight shown in the statistical reports. If, however, there are some reasons for still retaining the maund in certain returns, my Committee consider that it would be a great convenience to the mercantile community if the total number of maunds in each case were also converted into cwts., and shown in a separate column : that is to say, that while details may be in maunds, the totals should be given in both maunds and cwts.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 16th February 1907.

No. 148 OF 1907.

The COLLECTOR OF CUSTOMS,
Bombay.

SIR,—With reference to previous correspondence regarding the Chamber's statistical staff in the Customs House, as no official information has yet been received, my Committee would be obliged by your kindly informing them of the final decision of Government on the question.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY CUSTOM HOUSE,
21st February 1907.

No. C.-2863 OF 1907.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—In reply to your No. 148, dated the 16th instant, I have the honour to inform you that the Government of India have agreed to the continuance of the present system of compiling statistical returns.—I have, &c.,

P. R. CADELL,
Collector of Customs.

APPENDIX W-2.

LANDING AND WHARFAGE CHARGES.

BOMBAY CUSTOM HOUSE,
19th June 1906.

No. C.-9492 OF 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the Report of the Committee on Indian Trade Statistics, I have the honour to inform you that the Government of India have approved of the suggestions of the Committee

that in the case of imports the country of consignment, and in the case of exports the country of final destination should be shown. This information will be compiled from the 1st October 1906, and a circular on the subject will be sent to all the leading importing and exporting firms, and distributed among Customs House Agents.

2. With reference to para. 48 of the report, the Government of India concur in the Committee's opinion that an all-round rate of landing charges should be adopted. I would request to be favoured with the Chamber's opinion as to the rate that should be fixed in Bombay, and would enquire whether there is any objection to the present scale's equivalent, 1½ or 1 per cent. being adopted.—I have, &c.,

P. R. CADELL,
Collector of Customs and Opium.

CHAMBER OF COMMERCE,

BOMBAY, 28th June 1906.

No. 569 OF 1906.

P. R. CADELL, Esq., I.C.S.,

Collector of Customs and Opium,
Bombay.

SIR,—I have the honour to acknowledge receipt of your communication No. C-9492 of the 19th instant, and to thank you for the information in para. 1.

With reference to para. 2 of the same, my Committee are of opinion that an all-round rate of 1 to 1½ per cent. for landing charges is much too high, and would recommend the adoption of ¾ per cent. as a more equitable rate for all purposes.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY CUSTOM HOUSE,
20th July 1906.

No. C.-11207 OF 1906.

To the SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your No. 569 of 28th June 1906, I have the honour to state that the actual landing and wharfage charges in force appear to vary from 4 annas to one rupee per cent., and in the case of cement to be as high as Rs. 2-8-0 per cent. It is not possible to fix different rates for different classes of goods, since this would cause difficulty and delay in calculation, and would lead to disputes and extra work. It seems advisable therefore to fix a rate of one rupee per £10 or Re. 0-10-8 per cent., and this will be levied from the 1st August. Your Committee will observe that this is less than the present rate, which approaches 1 per cent.—I have, &c.,

P. R. CADELL,
Collector of Customs.

CHAMBER OF COMMERCE,
BOMBAY, 9th August 1906.

No. 714 OF 1906.

P. R. CADELL, Esq., I. C. S.,
Collector of Land Revenue, Customs and Opinum,
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. C-11207 of the 20th July last, and to note that the Customs Department has thought it advisable to fix a rate of one Rupee per £10, or Rupee 0-10-8 per cent., and that this would be levied from the 1st August current.

I am to add my Committee understand that there is no question of revising the actual charges to be levied, and that the proposal regarding rates is purely for statistical purposes.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY CUSTOM HOUSE,

13th August 1906.

No. C-12420 OF 1906.

To the SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your No. 714 of 9th August 1906 I have the honour to state that the rate of landing charges is not simply for statistical purposes, but is included in the value of the article for calculation of duty. If, for example, the invoice value of an article was £10 and the rate of exchange 1-4, duty would be charged on Rs. 151 and not on Rs. 150. The extra duty involved is about 6 pies per 100 rupees.—I have, &c.,

P. R. CADELL,
Collector of Customs.

APPENDIX W-3.

CERTIFICATES OF ORIGIN FOR JAPAN.

CHAMBER OF COMMERCE,

BOMBAY, 24th August 1906.

No. 745 OF 1906.

The IMPERIAL JAPANESE CONSUL,

Bombay.

SIR,—The attention of my Committee has been drawn to some correspondence that has taken place between the Bengal Chamber of Commerce and yourself, on the subject of Certificates of Origin for goods shipped to Japan.

As no such communication has reached this Chamber, my Committee would be much obliged if you would kindly let them have full particulars, more especially as regards Articles that are exempted in the above ruling.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CONSULATE OF JAPAN,
BOMBAY, 24th August 1906.

No. 449.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—For your reference of importation of Indian goods into Japan I have the pleasure to inform you that in regard to the shipment of Indian goods, mentioned on the accompanying list, to Japan, a certificate of origin is required in order to enjoy the benefit of conventional tariffs. The Certificate of Origin should contain the marks, numbers, descriptions, number of packages, weights and measurements of goods and place of production or fabrications as well as the place and date of departure.—I have, &c.,

J. NAKAMWA,
Ag. Consul for Japan.

CONVENTIONAL TARIFF BETWEEN JAPAN AND GREAT BRITAIN.

Signed at Tokyo, July 16, 1895. *Ratifications exchanged at Tokyo, November* 21, 1895.

No.	ARTICLES.	Per	Duty. *Yen.*
1	Caoutchouc, manufactures of ...	*ad val.*	10%
2	Cement, Portland	100 catties	0·065
3	Cotton yarns, plain or dyed ...	do.	4·180
	Do. tissues:		
4	Do. drills	square yard	0·016
5	Do. duck	do.	0·053
6	Do. handkerchiefs in the piece.	do.	0·011
7	Do. prints	do.	0·012
8	Do. sateens, plain, figured or printed, brocades, Italians and figured shirtings.	do.	0·017
9	Do. shirtings, dyed	do.	0·013
10	Do. do. gray	do.	0·006
11	Do. do. twilled	do.	0·011
12	Do. do. white or bleached.	do.	0·010
13	Do. T-cloths	do.	0·009
14	Do. Turkey red cambrics ...	do.	0·012
15	Do velvets or velveteens ...	do.	0·041
16	Do. Victoria lawns	do.	0·006

No.	Articles.	Per	Duty. *Yen.*
17	Cotton All other sorts of pure cotton tissues, and all tissues of cotton mixed with flax, hemp, or other fibre, including wool, the cotton, however, predominating in weight, not specially provided for in this Tariff.	*ad val.*	10%
	NOTE.—It is expressly understood that ready-made clothing and other made-up articles are not included under the heading of cotton tissues.		
18	Glass, window, ordinary:		
	a. Uncoloured and unstained	100 sq. ft.	0·302
	b. Coloured, stained and ground.	*ad val.*	10%
19	Hats, including also hats of felt ...	do.	0%
20	Indigo, dry	100 catties	12·953
	Iron and mild steel:		
21	Do. pig and ingot	do.	0·083
22	Do. bar and rod, exceeding ¼ inch in diameter	do.	0·261
23	Do. nails, including spikes, sprigs, tacks, and brads:		
	a. plain...	do.	0·573
	b. galvanized	*ad val.*	10%
24	Do. pipes and tubes ...	do.	10%
25	Do. plate and sheet	100 catties	0·296
26	Do. rails	do.	0·129
27	Do. screws, bolts and nuts, plain and galvanised	*ad val.*	10%
28	Do. sheet, galvanized, both plain and corrugated	100 catties	0·740
29	Do. tinned plates:		
	a. ordinary	do.	0·691
	b. crystallized	*ad val.*	10%
30	Do. wire and small rod not exceeding ¼ inch in diameter ...	100 catties	0·503
31	Do. wire telegraph or galvanized...	do.	0·256
	NOTE.—By the term "mild steel" as used in this Tariff is understood mild steel manufactured by the Siemens, Bessemer, Bassic or similar processes, and approximating in value to iron of the same class in this Tariff.		

No.	Articles.	Per	Duty. *Yen.*
32	Lead, pig, ingot, and slab	100 catties	0·316
33	Leather:		
	a. Sole	do.	5·690
	b. Other kinds...	*ad val.*	10%
34	Linen yarns, plain or dyed ...	100 catties	6·527
	Linen tissues:		
35	Do. Canvas	square yard	0·047
36	Do. All other sorts	*ad val.*	10%
	NOTE.—It is expressly understood that ready-made clothing and other made-up articles are not included under the heading of linen tissues.		
37	Mercury or quicksilver	100 catties	5·048
38	Milk, condensed or desiccated ...	doz. 1 lb. tins and proportionately for tins of other weights.	0·123
39	Oil, paraffin	*ad val.*	10%
40	Paint, in oil...	100 catties	1·304
41	Paper, printing	do.	1·163
42	Saltpetre (nitrate of potash) ...	do.	0·490
43	Silk-faced cotton satins	*ad val.*	15%
	NOTE.—It is expressly understood that all other mixed tissues of cotton and silk, and of wool and silk, where the cotton or wool predominates in weight, are to be classed for duty under Nos. 17 and 61 of this Tariff respectively.		
	Steel (other than mild steel):		
44	Do. ingot	*ad val.*	5%
45	Do. bar, rod, plate and sheet ...	do.	7½%
46	Do. wire and small rod not exceeding ¼ inch in diameter ...	100 catties	1·819
47	Sugar, refined:		
	a. No. 15 to No. 20, inclusive, Dutch standard in colour.	do.	0·748
	b. above No. 20 Dutch standard in colour.	do.	0·827
	Tin:		
48	Do. block, pig, and slab	100 catties	1·992
49	Do. plates	*ad val.*	10%
50	Wax, paraffin	100 catties	0·544
51	Woollen and worsted yarns, plain or dyed ...	do.	9·169

No.	Articles.	Per	Duty. *Yen.*
	Woollen and worsted tissues, pure or mixed with other material :		
52	Do. alpacas	square yard	0·075
53	Do. blanketing and whipped blankets in plain weave	100 catties	7·458
54	Do. buntings	square yard	0·031
55	Woollen cloth :		
	a. wholly of woollen or worsted yarn, or of woollen and worsted yarns, such as broad, narrow, and army cloth, cassimeres, tweeds and worsted coatings	do.	0·093
	b. in part of woollen or worsted yarn and in part of cotton yarn, such as pilot, president, and union cloth ...	do.	0·039
56	Woollen flannels	do.	0·044
57	Do. Italian cloth	do.	0·029
58	Do. long ells	do.	0·036
59	Do. mousseline de laine ...	do.	0·021
60	Do. serges :		
	a. Where the warp is worsted and the weft woollen ..	do.	0·056
	b. All other kinds ...	*ad val.*	10%
61	Do. All other sorts, pure or mixed with other material, the wool, however, predominating in weight, not specially provided for in this Tariff ..	*ad val.*	10%
	Note.—It is expressly understood that ready-made clothing and other made-up articles are not included under the heading of woollen and worsted tissues.		
62	Yarns, all sorts, not specially provided for in this Tariff ...	*ad val.*	10%
	Zinc :		
63	Do. block, pig, and slab	100 catties	0·451
64	Do. sheet	do.	0·928

(Extract from "Board of Trade Journal," dated 26th July 1906.)

NOTICE TO EXPORTERS TO JAPAN.

The Board of Trade are in receipt, through the Foreign Office, of a copy of a notice recently issued by the Japanese Customs Authorities to the effect that, on and after the 1st October next, the regulations under the Customs Duties Law relating to the production of Certificates of Origin will be rigidly enforced. Attention is therefore directed to the appended copy of the regulations in question, and *exporters are warned* that all goods which are not accompanied by the necessary certificates at the time of their clearance through the Custom-house at the port of entry, will be liable to the duties of the Statutory or Maximum Tariff and not to the "Conventional" or minimum rates. The notice adds that no certificate of origin which is not in order will be accepted, and no extra time will for any reason be granted for the presentation of such certificates.

Regulations for the enforcement of the Customs Duties Law.

Article 1.—Persons wishing to enjoy the benefit of special conventions according to the proviso of the 1st paragraph of Article 1 of the Customs Duties Law, shall furnish proof of the fact that the goods they are importing are the produce or manufacture of the locality to which such special conventions are applicable, but postal matter and goods the dutiable value of which does not exceed 100 yen are excepted.

Article 2.—The proof mentioned in the preceding Article must be furnished by means of a certificate of origin by the Imperial Japanese Consulate or Commercial Agency at the place of production, manufacture, or shipment of the goods, or where there is no such Consulate or Agency, by the Custom-House, or other Government or Public Office, or by the Chamber of Commerce of the locality.

The certificate of origin mentioned in the preceding paragraphs shall contain the marks, numbers, descriptions, number of packages, weights, and measurements of the goods, and the place of production or fabrication.

APPENDIX X-1.

THE AGRICULTURAL CONFERENCE IN BOMBAY.

Notes on the Chamber's letter, dated 19th October 1905, which appeared in the Annual Report for that year.

The establishment of an experimental plantation in Kanara under the control either of the Forest Department or the Agricultural Department is under the consideration of Government.

2. In regard to the several trees and crops mentioned by the Committee, the following information supplied by the Conservators of the Forest Department and Professor Gammie may be of interest.

3. *Ficus elastica.*—(Mr. Murray.) Is not indigenous in the Presidency. It thrives very well in the rich soil of the Belgaum Fort, and might possibly succeed below the ghats in Kanara as it requires a heavy rainfall and moist atmosphere.

(Mr. Gleadow.) This I regard as the most promising. The tree grows freely in Bombay (though it is distinctly an exotic and not a Bombay forest product) and could be planted with success on a considerable scale in places not liable to hot dry winds. It is probable that the yield of rubber would be satisfactory, but this, the crux of the whole matter, cannot be foretold with certainty. On this side of India the district of Kanara most resembles its true habitat. The inferiority of most Bombay forests for this tree lies in the long hot weather and absence of the other monsoon. There is some information on rubber experiments scattered in the pages of the *Indian Forester*.

(Mr. Gammie.) This tree thrives well in the Konkan and also in the Deccan within reach of irrigation. An analysis made for me some time ago by Mr. D. Hooper proves that the rubber prepared from a tree growing in the Empress Garden, Poona, is of excellent quality. This species would succeed admirably under natural conditions in the forests of North Kanara. It reproduces itself readily from cuttings, but the trees should be grown in sheltered situations as their branches are very brittle.

4. *Artocarpus integrifolia.*—(Mr. Murray.) *A. integrifolia* grows abundantly in many of the evergreen forests of Sirsi and Siddapur.

But before commencing plantations it would be as well to ascertain the commercial value of the latex from trees already existing.

(Mr. Gleadow.) I doubt if it would be worth while growing this for the fruit, and I never heard of its rubber being used except for birdlime.

(Mr. Gammie.) I expect an analysis of the rubber extracted from this, but am not sanguine as to the result.

5. *Carissa.*—(Mr. Gleadow.) I am not aware of any likely to be useful.

(Mr. Gammie.) I have been unsuccessful so far in the extraction of rubber from species of this genus. By selection, however, a very useful fruit may be produced.

6. *Cryptostegia grandiflora.*—(Mr. Murray.) Might possibly be introduced, though I should imagine the cultivation of a giant climber would be a matter of some difficulty.

(Mr. Gammie.) Thrives everywhere both on good and bad soils and it stands drought well. It produces a rubber which is reported on as being of excellent quality. I have sent a sample to the Imperial Institute for a commercial report. I have supplied numerous applicants with seeds during the past year.

7. *Gutta-percha.*—(Mr. Gammie.) Could be profitably exploited only in North Kanara, I think.

8. *Castilloa elastica.*—(Mr. Gammie.) Seems to thrive only in deep, easily worked soil. Therefore the greater part of the Presidency offers unsuitable conditions. I would suggest its trial in the Municipal Garden at Surat, if the authorities in charge do not object.

9. *Para.* (*Hevea braziliensis*).—(Mr. Murray.) Is, I should imagine, not suited to Kanara. The climate is not sufficiently equable. In the cold weather the temperature falls below 60° in the only parts where the conditions are otherwise suitable, that is, in the valleys between the spurs of the ghats at the foot of the range.

(Mr. Gammie.) Should be tried in North Kanara; seedlings do not survive the winter's cold of the Deccan.

10. *Ceara rubber* (*Manihot Glaziovii*).—(Mr. Murray.) The particular species which is at present so much in request in Ceylon is, I believe, the Ceara, and in all probability this would be the one most suited to the conditions of Kanara. The Ceylon rubber, I know,

grows on varying altitudes down to almost the sea level and might probably be cultivated with advantage on many of the slopes in the Bhatkal Petha of the Honavar Taluka, which were formerly extensively kumried and are now covered with a very inferior evergreen scrub.

(Mr. Gammie.) Thrives admirably in the Deccan and is extremely tolerant of drought. Its growth is very rapid and rubber would probably be yielded in paying quantities in the third year. This plant is not suitable for a rainy climate. Years ago I found that it refused to produce rubber in the Eastern Himalayas.

11. *Dichopsis Gutta.*—(Mr. Gammie.) Being a tree of equatorial forest will not probably succeed in the Bombay Presidency. It will save much labour and expense if people refrain from attempting the introduction of equatorial plants, because as a general rule they cannot withstand extreme change of temperature.

12. *Camphor* (*Cinnamonum camphora.*)—(Mr. Murray.) There is good reason to believe that some of the species would thrive on the uplands of Kanara and the neighbouring portions of Belgaum and Dharwar.

(Mr. Gleadow.) Is flourishing round Dehra. I have planted it myself without difficulty. It contains a considerable quantity of camphor, but no regular experiments have been made in this country so far as I know on the methods of extraction from leaves or wood. Here I should not be inclined to try it on the upper ghats but on good soils in the sheltered valleys or plains below.

(Mr. Gammie.) The camphor laurel adapts itself to most climate and there is no reason why it should not be grown largely.

13. *Blumea spp.*—(Mr. Gleadow.) Natives do not seem to value or use these and they are rather farm than forest produce.

(Mr. Gammie.) Need not be cultivated as there must be enormous qualities growing naturally on the ghats.

14. *Cassava* (*Manihot utilissima*).—Experiments made at Manjri will be explained by Mr. Knight.

15. *Prickly-pear* (*Opuntia Dillenii*).—Experiments made at Manjri will be explained by Mr. Knight.

16. *Gum* (*Odina Wodier*).—(Mr. Gleadow.) In some parts of the country this tree is distorted with the effects of tapping. It is

very common throughout this (Northern) Circle. The gum is cheap because it is collected by people who have nothing else to do, and I very much doubt whether the produce of regular plantations would bear the cost of supervision and labour.

(Mr. Gammie.) *Odina Wodier* and other trees should be worked out by the Forest Department.

17. *Nitro-culture* will be explained by Mr. Fletcher.

18. *Fruit culture.*—(Mr. Gammie.) I have already attempted something in this line by the introduction of many sorts of fruits of the citrus family, apples, peaches, plums, etc., which have proved successful in the United Provinces. By careful search and enquiry we shall probably find many fruits suitable for growth in the Bombay Presidency.

19. *Vanila, Cardamoms, Nutmegs, Pepper, Cloves.*—(Mr. Gammie). Vanilla may succeed in the Konkan. I cannot set fruits at Poona. Nutmegs and cloves are equatorial and may not succeed. Pepper and cardamoms are already grown in North Kanara.

APPENDIX X-2.

REGISTRATION OF TRADE MARKS.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1906.

No. 200 OF 1906.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA,
Calcutta.

SIR,—The attention of the Chamber has been drawn to your proposal in the Prospectus of *The Indian Trade Journal* for the Registration of Trade Marks; and my Committee have instructed me to state their views on the subject as follow :—

They are of opinion that the giving of notices in the Journal of claims to certain Trade Marks will not serve any practical purpose, while it might lead to mischievous consequences. A very large proportion of well-known tickets, probably 70 per cent., are in the hands of recognised firms, who could prove their undoubted right to

them, and would almost certainly not go to the trouble and expense of registering them in the Journal.

This method of claiming priority will, it is believed, probably only be made use of by firms who may desire to establish their claim to an imitation of well-known tickets, whose owners would then be driven to the trouble of defending their rights to them. Further, it is not shown what remedy would be available in a dispute regarding the real ownership of a ticket; and it is therefore felt to be a mistake to attempt the establishment of a register of marks which cannot be made thoroughly effective. Hitherto there has been no registration of trade marks or tickets in India, and priority of use had only to be established to enable the user to prove his right, and no insurmountable difficulty has been experienced in following this practice.

I am to express the regret of my Committee that they were not consulted prior to the publication of so far-reaching a scheme, which in their opinion, will, under present conditions, be more detrimental than beneficial to the interests of the mercantile community.

In conclusion, I am directed to forward for your information the accompanying copy of a letter addressed by the Chamber to the Bombay Government on the 6th November 1903, and to add that my Committee still hold the same views.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1370.

GOVERNMENT OF INDIA,
COMMERCIAL INTELLIGENCE DEPARTMENT,
CALCUTTA, 28th March 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 200, dated the 16th March 1906, regarding the publication of Trade Marks in the *Indian Trade Journal*, and to state that the matter has been referred to the Government of India for decision.—I have, &c.,

FREDERICK NOEL-PATON,
Director-General of Commercial Intelligence.

No. 1400.

GOVERNMENT OF INDIA,
COMMERCIAL INTELLIGENCE DEPARTMENT,
CALCUTTA, 29th March 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter of yesterday's date on the subject of notification of claims to user of Trade Marks in the *Indian Trade Journal*, I have the honour to inform you that pending reconsideration of the question by the Government of India, no further steps will be taken for putting the proposed arrangement in force.—I have, &c.,

FREDERICK NOEL-PATON,
Director-General of Commercial Intelligence.

No. 3101-3102.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, 21st April 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter No. 200 of 1906, dated the 16th March 1906, addressed to the Director-General of Commercial Intelligence, I am directed to say that the Government of India have decided that the proposal to allow the owners of trade marks to publish their claims in the *Indian Trade Journal* has been altogether abandoned.—I have, &c.,

G. RAINY,
Offg. Under-Secy. to the Govt. of India.

TRADE INTRODUCTIONS.

CHAMBER OF COMMERCE,
BOMBAY, 30th March 1906.

No. 242 OF 1906.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
Calcutta.

SIR,—In continuation of my previous letter No. 200 of 16th March, I am to say that my Committee regret that they are unable to approve of your proposal to introduce a system of trade introductions through the medium of the *Indian Trade Journal*.

This Chamber is frequently asked for trade introductions which they consistently refuse, and their experience has been that the applicants are unimportant, and in a large number of cases small foreign firms who simply seek to undermine the business of well-known and established European houses. The encouragement of such firms would merely result in artificial and spasmodic competition and do no good to Indian trade.

Well-known firms either in India or abroad find no difficulty in obtaining business introductions through their bankers or correspondents, and my Committee feel that advertisements in the *Trade Journal*, such as proposed, would serve no good purpose.

In the circumstances my Committee trust that you will be able to see your way to coincide with their views, and not proceed further with the said proposal.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1520.

GOVERNMENT OF INDIA,
COMMERCIAL INTELLIGENCE DEPARTMENT,
CALCUTTA, 5th April 1906.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 242, dated the 30th March 1906, regarding "Trade Introductions" in the *Indian Trade Journal*, and to state that the matter has been referred to the Government of India for decision.—I have, &c.,

FREDERICK NOEL-PATON,
Director-General of Commercial Intelligence.

Nos. 3030-3031.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

(*Commerce and Trade*)

SIMLA, 20th April 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 242 of 1906, dated the 30th March 1906, addressed to the Director-General of Commercial Intelligence, regarding the proposed insertion of "Trade Introductions" in the *Indian Trade Journal*. It is claimed that reliable firms either in India or abroad find no difficulty in obtaining business introductions through their bankers or correspondents, and the opinion is expressed that no advantage will accrue except to small foreign firms who seek to undermine the business of well-known and established European houses.

2. The Government of India have carefully considered the representation made by the Chamber, but they are not at present convinced that the proposal, which was fully weighed before it was put forward, should be withdrawn. It was considered that the new Department of Commercial Intelligence might reasonably be expected to furnish some system of trade references; if this be admitted, the Government of India are, as at present advised, of opinion that the method which it is proposed to adopt is open to less objection than any other which could be followed. Under the proposal the names of foreign enquirers and of Indian merchants, who are prepared to respond to such enquiries, would be published, but the latter would not be recommended or guaranteed in any way by Government, although the fact that only the names of such merchants as are members of a recognised Chamber of Commerce or Association would be published, would afford some evidence of their trustworthiness. The only alternative procedures which have been suggested are: (1) that the Director-General of Commercial Intelligence should reply direct to enquirers giving such information as he may happen to have, which would be open to some obvious objections, or (2) that he should forward the enquiries to the Chambers of Commerce or other Commercial Associations who would then,

if so disposed, make the introductions. The Government of India, however, understand that the Chambers would not be prepared to undertake this duty.

3. It will not have escaped the notice of the Chamber that the Commercial Intelligence Branch of the Board of Trade supplies to British traders "lists of firms abroad engaged in particular lines of business in different localities." The procedure which it is proposed to follow in the *Indian Trade Journal* goes but one step further, and would supply lists of firms at both ends of a possible business connection instead of at one end only. Direct connections between Indian merchants and traders outside India will, it is thought, be established only in such cases as are of advantage to the individuals concerned, and the Government of India do not see why this procedure should not be beneficial to Indian trade in general.—I have, &c.,

W. L. HARVEY,
Secretary to the Government of India.

APPENDIX X-3.

REGISTRATION OF MARINE SURVEYORS.

CHAMBER OF COMMERCE,
BOMBAY, 17th July 1906.

No. 631 OF 1906.

The CHAIRMAN,
UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIR,—In 1904 this Chamber addressed your Association regarding the Marine Surveyors in Bombay, and made certain proposals regarding the registration of them by the Chamber of Commerce. These proposals were referred by your Association to the Institute of London Underwriters, who, at the time, were unable to support the scheme.

My Committee understand that, at the time when this question was raised, your Association was in sympathy with the proposals made, and as its attention has been drawn lately again to the great dissatisfaction among the mercantile community regarding the

decisions of Marine Surveyors as to sweat damage on sugar by which Underwriters have been mulcted in very heavy allowances, my Committee take this opportunity of again bringing this matter before you with the request that you will approach the London Institute of Underwriters again in the hope of getting them to agree to the proposals made by this Chamber in 1904. As this matter concerns Underwriters even more than merchants, my Committee trust it will receive your careful attention and support.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 17th August 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have to acknowledge the receipt of your letter No. 631, dated the 17th July 1906, on the subject of registration of Marine Surveyors.

As desired this Association are addressing the London Institute with a view to the reconsideration of the question.

In this connection we have to say that the Committee believe a step in the right direction would be taken were the names of all Marine Surveyors to be registered with the Chamber, and they would recommend that, pending advices from London, this be done.—We are, &c.

A. F. FERGUSON & Co.,
Secretaries.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 24th October 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to refer you to the correspondence ending with our letter of the 17th August last.

Advices from the London Institute have now been received, and we are directed to enclose a copy of their letter, dated the 5th October 1906, for your information.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

THE INSTITUTE OF LONDON UNDERWRITERS,
1, St. MICHAEL'S HOUSE, CORNHILL, E.C.,
5th October 1906.

The SECRETARIES,
UNDERWRITERS' ASSOCIATION,
Bombay.

Marine Surveyors at Bombay.

DEAR SIRS,—Your letter of the 17th August on this subject has now been considered by my Committee, and I am instructed to inform you that, whilst their views, as set forth in my letter of the 9th December 1904, are unchanged, some members have expressed their willingness in a general way to refer to the Bombay Chamber of Commerce differences that might arise between them and their assured on the questions of allowances by Registered Surveyors, provided that in all cases where the point in question was whether "sea water" or "sweat" was the cause of damage, the interest should be submitted to the Government Analyst by the Chamber before giving their award.—I am, &c.,

C. H. STANLEY,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 2nd November 1906.

No. 933 OF 1906.

The SECRETARIES,
UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am instructed to acknowledge, with thanks, the receipt of your letter of the 24th ultimo, with which you were good enough to forward a copy of a communication addressed to your Association by the Institute of London Underwriters on the subject of Marine Surveyors.

The Committee have given their best consideration to the information, but, under existing circumstances, they are not prepared to take the initiative in the matter. They would, however, be glad to know what action your Association proposes to take to bring about the adoption of the proposals put forward in their letter of 2nd June 1904, more particularly in regard to the points mentioned in para. 7 of that communication.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

UNDERWRITERS' ASSOCIATION,
BOMBAY, 30th November 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Your letter of 2nd instant has been placed before the Committee of the Association, and we are instructed to reply as follows:—

The proposals contained in your letter of 2nd June 1904 (para. 7), to which you refer in your letter under reply, were—

1*st*.—That only Surveyors who are on the Register of the Chamber of Commerce should be employed.

2*nd*.—That there should be a right of appeal to the Chamber.

3*rd*.—That certain fees should be payable *re* appeals.

The first proposal *re* registration would be supported by this Association, and also, we believe, by the London Institute of Underwriters and other similar bodies, but it is obvious that, if this proposal is to be carried out, the Chamber must take the initiative and open the "Register" referred to.—We are, &c.,

A. F. FERGUSON & Co.,
Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 14th December 1906.

No. 1056 OF 1906.

The SECRETARIES,
UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter of the 30th November, and to intimate that this Chamber is prepared to open a register for Marine Surveyors, but that this cannot well be done until the London Institute of Underwriters definitely stipulate that only Marine Surveyors registered with the Chamber will be officially recognised in future. It is considered necessary that this should be accepted both by your Association and the London Underwriters, and I am therefore to ask you to kindly communicate with the latter on the subject.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX X-4

RAMIE OR RHEA FIBRE CULTIVATION.

BOMBAY, 22nd August 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We lately received an enquiry from some friends of ours in Glasgow about the possibility of our being able to supply them with any quantity of *Ramie Fibre*, as there appears to be a probability of a process being perfected for its successful treatment. If this long-desired result is attained, there may be great commercial prospects for this fibre, but so far as we can learn its cultivation has never been seriously undertaken on this side of India—due no doubt to the many unsuccessful attempts to obtain a means of treating it satisfactorily.

We shall be obliged if you can inform us whether the Agricultural Department of Government have been, or are, prosecuting any experiments with regard to the cultivation of this plant—*Boehmeria Nivea*—at any of their Experimental Farms.—We have, &c.,

LYON & Co.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1906.

No. 750 OF 1906.

The DIRECTOR OF LAND RECORDS & AGRICULTURE,
Poona.

SIR,—The Chamber has received an enquiry regarding the possibility in the near future of the Bombay Presidency being able to supply the Home Market with large quantities of *Ramie* or *Rhea Fibre*. With reference to the above, my Committee would be obliged if you would kindly let them know whether the Agricultural Department have been, or are, prosecuting any experiments with regard to the cultivation of the *Boehmeria Nivea* at any of their Experimental Farms. Any further information on the above will also be very acceptable.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. A-6259 of 1906.

Poona, 28th November 1906.

The Secretary, Chamber of Commerce,
Bombay.

Sir,—With reference to your letter No. 750 of 24th August last, I have the honour to state that experiments in the cultivation of Rhea plant were conducted on the Poona Farm, the results of which have been summarised in the Annual Reports of Farms in this Presidency. A copy of extracts from these reports is appended for information. The experiment on the Poona Farm was given up in 1902 for the following reasons :—"The crop will not survive throughout the year without irrigation. The cost of preparing the ribbons is heavy. It takes two years to establish a plantation of Rhea, and having undergone this expense our experience proves that in the Deccan the plants rapidly degenerate, and there is no hope of introducing it as a commercial crop."

2. Mr. Mollison, Inspector-General of Agriculture in India, having since stated that the cultivation of the plant would be attended with better success in Belgaum and Dharwar than in the Deccan, arrangements have been made to make an experimental cultivation on the Dharwar Farm. Experiments will also be made on the Botanical Garden and Experimental Farm recently opened at Bassein in the Thana District.—I have, &c.,

P. J. MEAD,
Ag. Director of Agriculture.

Extracts from the Annual Reports of Farms regarding results of Rhea cultivation on the Poona Farm.

I. Extract para. 41 of the Annual Report of Farms for 1897-98.

"41. *The Rhea or Ramie Fibre Plant*.—Considerable interest has been excited within the last few years regarding the practical utility of this plant as an ordinarily cultivated crop in India. The seed was

Rhea or Ramie Fibre Plant cultivation on the Farm.

obtained through Messrs. Ewart, Latham and Co., of Bombay. It has long been known that the plant was capable of yielding fibre of the finest quality and strength, but the means at hand for separating the fibre were not satisfactory. Two or more improved methods have been patented by rival companies, hence the renewed interest in this plant. A patch was grown on the farm to determine whether the crop would thrive under the conditions of soil and climate of the Deccan. Seedlings were raised from seed in a nursery and then transplanted, but they did not bear transplantation well. Many in fact died. Through careful tending a small patch became well established. The plants produced great development of root with numerous shoots from each clump. Seedlings planted 18" apart thus produced plants which closely covered the ground. The growth was somewhat unequal from each plant, some shoots being about 4 feet long, others not more than 2 feet. The plants helped by light irrigation throve as well during the hot weather as earlier. At the beginning of the rains in the current year the small patch was dug up and then roots divided and a larger area planted. Every root thus planted grew, so that no difficulty should be experienced in planting out a comparatively large plantation from a small nursery patch. The area now planted is sufficiently large to give dependable results, as to per acre weight of stalks green and dry, the amount of fibre obtainable, the number of cuttings got during the year and the cost of cultivation. Information on these and other points will be noted and reported next year."

II. Extract para. 22 of the Annual Report of Farms for 1898-1899 and 1899-1900.

"22. *Rhea*—This fibre plant has been under experimental cultivation at the farm for three years. In the first it was grown in a small plot. The area is now sufficiently large to furnish reliable information as regards per acre outturn. The soil is medium black, of fair depth, and with liberal treatment is capable of growing any of the ordinary crops of the district either as dry crops or under irrigation. The Rhea necessarily needs in the Deccan irrigation throughout the fair season, and for this reason the cost of cultivation is high. The crop has been quite healthy since the trials began. The vigour of growth of the stalks varies at different seasons. In the monsoon season the growth is vigorous and quick. The best stalks then

attain a height of about 4½ feet. In the cold and hot weather the growth is irregular, the best stalks not being more than 2 feet high and many of them less. The best means of propagating appears to be by sub-division of the root.

Every set grows if transplantation is done during light rainfall.

Not likely that the cultivation of Rhea can be profitably introduced into the Deccan, but experiments will be continued.

I do not think it is likely that Rhea cultivation can be profitably introduced in the Deccan.

The outturn results in 1899-1900 were as under :—

Dry ribbons per acre.	Fibre extracted by country method.
lbs. 419	lbs. 56 per acre.

III. Extract para. 14 of the Annual Report of Farms for 1900-1901.

"*Rhea.*—This crop occupies 13 gunthas. "It did not thrive in the beginning of the year, but a heavy dressing of farm-yard manure improved it considerably. The matured plants are cut every two months and the ribbons prepared by stripping the stems immediately after they are cut. The ribbons will be sent to London for valuation and sale when a sufficient quantity has been collected."

IV. Extract para. 15 of the Annual Report of the Poona Farm for 1901-02.

"*Rhea (Boehmeria Nivea).*—The plot under this fibre plant was dug up. It was started in 1898. The crop will not survive throughout the year without irrigation. The cost of preparing the ribbons was heavy. It takes two years to establish a plantation of Rhea, and having undergone this expense, our experience proves that in the Deccan the plants rapidly degenerate, and there is no hope of introducing it as a commercial crop. Two cuttings in the months of April and October yielded only 45lbs. of ribbons from a plot measuring nearly a third of an acre."

CHAMBER OF COMMERCE,
BOMBAY, 17th December 1906.

No. 1060 OF 1906.

P. J. MEAD, ESQ., I.C.S.,
ACTING DIRECTOR OF AGRICULTURE,
Poona.

SIR,—I am directed to acknowledge your communication No. A-6259 of the 28th November, and to thank you for the interesting information regarding experiments in the cultivation of Rhea.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 17TH December 1906.

No. 1058 OF 1906.

MESSRS. LYON & CO. (BOMBAY), LIMITED,
Bombay.

DEAR SIRS,—I am directed to forward for your information the accompanying copy of a communication from the Director of Agriculture, Poona, regarding experiments in the cultivation of Rhea.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Y.

PUBLIC HOLIDAYS FOR 1907.

"CHAMBER OF COMMERCE,

MADRAS, 20th December 1905

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—In the list of Commercial Holidays for 1906 under the Negotiable Instruments Act, which is submitted as usual for the approval of the Madras Government, the Chamber included "Empire Day," the 24th May, the late Queen Empress's birthday, and the King Emperor's birthday, the 9th November; but Government have declined to sanction the former holiday, without assigning any reason, and have fixed the latter for the 26th June.

In the opinion of this Chamber, it is very desirable that Empire Day should be annually commemorated by a general commercial holiday throughout India, and it considers it anomalous that, whereas when His Majesty was Prince of Wales his birthday was celebrated on the 9th November, now when he has come to the Throne, and when it would seem all the more desirable that the celebration should be continued on that date, a change is made to a day in the middle of the hot weather, with which there are no such associations as formerly attached to the holiday given in His Majesty's honour.

Under these circumstances, this Chamber considers that a representation ought to be made to the Government of India, but before doing so it would be glad to know what are your Chamber's views on the subject, and whether it would be prepared to support this Chamber's proposals—I have, &c.,

A. J. YORKE,
Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 13th January 1906.

No. 29 OF 1906.

The SECRETARY, MADRAS CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I am directed by my Committee to acknowledge your letter of the 20th December last on the question of Public Holidays under the Negotiable Instruments Act, and to reply as follows :—

Empire Day.—As the end of May is a very busy time in Bombay, merchants and steamers being much pressed as a rule to complete engagements before the setting in of the South-West monsoon, my Committee do not think that a holiday on 24th May would find favour with the mercantile community of this city. Even should Government decide to observe the day as a public holiday, it is very doubtful if merchants' offices would be able to close.

The 26th June.—As regards this date my Committee are entirely in accord with your views, and will support your Chamber if the Bengal Chamber is also in harmony with the suggestion that the 9th November should be advocated as the proper and most suitable day for the King Emperor's Birthday throughout India. The 26th June is often a monsoon day in Bombay, and little use therefore as a holiday.

In conclusion, I am to observe that if the question of Public Holidays is to be re-opened, my Committee would suggest that Whit-Monday should also be considered a holiday in India, as it is already observed, not only in the United Kingdom, but also, it is understood, in British Colonies ; and as no commercial telegrams can be sent from here on that day, owing to the markets at home being closed, there does not seem to be any valid reason why the Indian Government should refuse to include it in the list of public holidays. Should there, however, be any objection to enlarging the list, it is suggested that one of the minor native holidays might conveniently be abolished in favour of Whit-Monday.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 1st March 1906.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 13th January, I beg to hand you herewith copy of a letter which this Chamber has addressed to the Government of India advocating the gazetting as public holidays under the Negotiable Instruments Act of the 24th May (Empire Day) and the 9th November (the King-Emperor's Birthday), and to express the hope that you will take an early opportunity of addressing the Government in support of the proposals.—I have, &c.,

A. J. YORKE,
Chairman.

CHAMBER OF COMMERCE,
MADRAS, 1st March 1906.

To the SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIR,—In the list of Commercial Holidays for 1906 under the Negotiable Instruments Act, which is submitted for the approval of the Madras Government, this Chamber included "Empire Day," the 24th May, the late Queen-Empress's birthday, and the King-Emperor's birthday, the 9th November. The Madras Government, however, declined to sanction the former holiday without assigning any reason, while the holiday for the latter was fixed for the 26th June.

In the opinion of this Chamber, it is very desirable that Empire Day—which is observed as a holiday in other parts of the British Empire—should be annually commemorated by a general commercial holiday throughout India, and it considers it anomalous that whereas when His Majesty King Edward VII, Emperor of India, was Prince of Wales, his birthday was celebrated on the 9th November, the actual day; now, when he has come to the Throne, and when it would seem to be all the more desirable that

the celebration should be continued on that date, a change should be made to a day in the middle of the hot weather, with which there are no such associations as formerly attached to the holiday given in His Majesty's honour.

That these views are generally entertained by the European mercantile community throughout India and Burma is proved by the replies which this Chamber has received to communications on the subject which it addressed to the Bengal, Bombay, Karachi, Upper India, Punjab, Rangoon and Cocanada Chambers of Commerce, and which may be tabulated as follows :—

	Empire Day. 24th May.	King's Birthday. 9th Nov.
Bengal	Yes	Yes.
Karachi	Yes	Yes.
Punjab	Yes	Yes.
Rangoon	Yes	Yes.
Cocanada	Yes	Yes.
Bombay	No	Yes.
Upper India	No	Yes.

The Bombay Chamber disapproved of the 24th May being declared a public holiday because "the end of May is a very busy time in Bombay, merchants and steamers being much pressed as a rule to complete engagements before the setting in of the South-West monsoon." The Upper India Chamber, while recognising that valid arguments exist for such a holiday, disapproved of the proposal on the broad ground that the number of gazetted holidays ought to be decreased.

The Bombay Chamber made another proposal, *viz.*, that Whit-Monday should be gazetted annually as a public holiday, as it is already observed in the United Kingdom and also, it is understood, in British Colonies, and no commercial telegrams can be sent from India on that day, owing to the markets at home being closed.

Under the circumstances mentioned above, I have the honour to request that the Government of India will take such steps as may be necessary to secure the observance, during this year and future years, of the 24th May and the 9th November as public holidays ;

and, if mercantile opinion throughout India is practically unanimous on the point, that Whit-Monday should also be added to the list of such holidays,—I have, &c.,

A. J. YORKE,
Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1906.

No. 211 OF 1906.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 1st March, with accompaniment, on the question of gazetting the 24th May (Empire Day) and the 9th November (The King-Emperor's Birthday) as Public Holidays in India.

With reference to the above I beg herewith to enclose for your information a copy of a letter my Committee have just addressed to Government.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 16th March 1906.

No. 210 OF 1906.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT,
Calcutta.

SIR,—The Bombay Chamber of Commerce has been favoured with a copy of a letter from the Madras Chamber, which was addressed to you, advocating the gazetting as Public Holidays, under the Negotiable Instruments Act, of the 24th May (Empire Day) and the 9th November (King-Emperor's Birthday).

My Committee direct me to say that while in sympathy with the Madras Chamber as regards the idea of Empire Day, they do not, for special mercantile reasons connected with Bombay, see their

way to advocating such a holiday on the 24th May as suggested. But with reference to the King-Emperor's Birthday, they are completely in accord with the views of the Madras Chamber, and therefore strongly support the suggestion that the 9th November is the proper and most suitable day for the celebration of His Majesty's Birthday throughout India.

While on this subject my Committee further beg to suggest that Whit-Monday should also be considered a public holiday in India, as it is already so observed both in the United Kingdom and the Colonies. As no commercial telegrams can be sent from here on that day, owing to the markets at home being closed, there does not seem to be any valid reason why this day should not be included in the Indian list of Public Holidays.

My Committee do not wish to suggest increasing the present number of Public Holidays, but as Whit-Monday is practically observed as a holiday throughout the world, they consider it should take the place out here of one of the less important holidays now given.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1819-21/A.

GOVERNMENT OF INDIA,
FINANCIAL DEPARTMENT,
CALCUTTA, 29th March 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, No. 210, dated 16th March 1906, on the subject of the gazetting of the 24th May and certain other holidays as Public Holidays, and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

H. F. HOWARD,
Under Secretary to the Government of India.

No. 1073.

HOME DEPARTMENT (PUBLIC),

SIMLA, 30th April 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 210, dated the 16th March 1906, addressed to the Finance Department, regarding the grant of certain holidays in India, I am directed to say that, under standing orders, all representations to the Government of India should be presented through the local Government concerned. This course possesses obvious advantages; and the Government of India regret that they cannot make an exception to the rule in the present case, especially as the question of holidays is primarily one for the consideration of the local authorities in view of the various interests affected. I am therefore to suggest that any representation which the Bombay Chamber of Commerce may wish to make on the subject should be submitted through the Government of Bombay.—I have, &c.,

W. S. MARRIS,
Deputy Secretary to the Government of India.

CHAMBER OF COMMERCE,

BOMBAY, 12th May 1906.

No. 393 OF 1906.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—A short time back the Bombay Chamber of Commerce was favoured with a copy of a letter from the Madras Chamber addressed to the Government of India, advocating the gazetting as Public Holidays, under the Negotiable Instruments Act, of the 24th May (Empire Day) and the 9th November (King's Birthday). In supporting the Madras Chamber my Committee also addressed the Government of India, but as letter No. 1073 of the 30th April last from Simla will show this Chamber has been referred back to the local Government.

In these circumstances my Committee direct me to represent that while in sympathy with the Madras Chamber as regards the idea of Empire Day, they do not, for special mercantile reasons connected with Bombay, see their way to advocating such a holiday on the 24th May as suggested. But with reference to the King-Emperor's Birthday, they are completely in accord with the views of the Madras Chamber, and therefore strongly support the suggestion that the 9th November is the proper and most suitable day for the celebration of His Majesty's Birthday throughout India.

While on this subject my Committee further beg to suggest that Whit-Monday should also be considered a public holiday in India, as it is already so observed both in the United Kingdom and the Colonies. As no commercial telegrams can be sent from here on that day, owing to the markets at home being closed, there does not seem to be any valid reason why this day should not be included in the Indian list of Public Holidays.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2431 OF 1906.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 5th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 393, dated 12th May 1906, regarding certain holidays under the Negotiable Instruments Act, and to state that a copy of it has been forwarded to the Government of India for consideration and orders.—I have, &c.,

G. MONTEATH,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 15th October 1906.

No. 891 OF 1906.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1907, under the provisions of the Negotiable Instruments Act, should, (as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902), be appointed by the 15th November, and to request that the usual Notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble the Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber, the Hon'ble Mr. H. E. E. Procter, will represent the Chamber on the Committee in question.—I have, &c.,

C. J. MICHAEL,
for Secretary.

No. 4035-C OF 1906.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 25th October 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 891, dated 15th October 1906, I am directed to state that instructions have been issued for the assembling of a Committee for the purpose of advising on what particular days in the year 1907 the holidays fixed in Government Resolution, General Department, [*] No. 7182, dated 23rd December 1902, should be observed under the Negotiable Instruments Act. The Committee will be constituted similarly to that appointed last year. The names of the gentlemen nominated by the Exchange Banks and

[*] Copy forwarded with Government letter No. 3557, dated 2nd November 1903.

by the Honourable the Chief Justice of His Majesty's High Court of Judicature to serve on the Committee will be communicated to you in due course. I am to request that the attention of the Committee may be drawn to the correspondence ending with the letter from this Department No. 1152, dated 24th March 1903, to your address.

2. I am to add that a list of sectional holidays for the year 1907 will be supplied to you as soon as it is published by Government.—I have, &c.,

E. G. TURNER,
Acting Under-Secretary to Government.

No. 4440 OF 1906.

FINANCIAL EPARTMENT,
BOMBAY CASTLE, 23rd November 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the letter from this Department, No.4035-C, dated 25th October 1906, I am directed to state for the information of the Chamber that the Exchange Banks and the Honourable the Chief Justice of His Majesty's High Court of Judicature have respectively nominated Mr. G. Miller, Chairman, Associated Exchange Banks, and Mr. L. N. Banaji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of advising what particular days in the year 1907 should be observed as public holidays under Section 25 of the Negotiable Instruments Act, 1881.

2. I am to forward a copy of Government letter No. 4439 of this date to the address of Mr. Miller together with a copy of his letter to which it is a reply.

3. I am also to enclose a copy of the lists of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1907, with the corresponding English dates and days of the week, which have been received from the Oriental Translator to Government. A list of the sectional holidays, which will be notified hereafter, will be sent to you in due course.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government,

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
BOMBAY, 8th November 1906.

E. G. TURNER, Esq., I.C.S.,
ACTING UNDER-SECRETARY TO THE GOVERNMENT OF BOMBAY.

SIR,—Adverting to your letter of 25th ultimo, on the subject of appointing a representative from the Exchange Banks to serve on the Committee to advise on what particular days in the year 1907 the holidays fixed by Government should be observed, I beg to say that I will represent the Exchange Banks, but at the same time would like to ask whether your Committee are prepared or empowered to give effect to any suggestions made, or if, as in previous years, the list of dates already determined upon by Government will be merely submitted for formal approval. The experience of myself and others in this matter obliges me to say on behalf of the Associated Exchange Banks that the formality of approving of next year's holiday list may as well be discontinued unless Government are open to consider reasonable suggestions. For example, Whit-Monday is not recognised as a holiday in India but all over the world it is a close holiday and ought, we consider, to be observed here. We are not pleading for more holidays, for we think that some of the unimportant native feast days might very well be eliminated.—I have, &c.,

G. MILLER, Chairman,
Associated Exchange Banks.

No. 4439 OF 1906.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 23rd November 1906.

G. MILLER, Esq.,
CHAIRMAN, ASSOCIATED EXCHANGE BANKS.

SIR,—I am directed to state for your information that the Honourable the Chief Justice of His Majesty's High Court of Judicature has nominated Mr. L. N. Banaji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of advising what particular days in the year 1907 should be observed as public holidays under Section 25 of the Negotiable Instruments Act, 1881.

2. With reference to the question raised in your letter of the 8th inst., I am directed to invite your attention to the remarks made by the Government of India in paragraph 3 of their letter No. 681, dated 2nd March 1903, a copy of which was forwarded to the Chamber of Commerce, Bombay, with Government letter No. 1152, dated 24th idem. The Secretary to the Chamber has been requested to draw the attention of the Committee to the correspondence ending with that letter.

3. As regards Whit-Monday, I am to inform you that the question of making that a holiday is under the consideration of the Government of India.—I have, &c.,

G. MONTEATH,
Under-Secretary to Government.

No. 1029 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 1st December 1906.

The ACTING UNDER-SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 4035-C, dated 25th October and No. 4440, dated 23rd November 1906, I have the honour to forward herewith, for the consideration of Government, the report of the Committee appointed to consider what days in the year 1907 should be recognised as holidays under the Negotiable Instruments Act, 1881.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

REPORT of the Committee appointed by Government for the purpose of advising on what particular days in the year 1907 the holidays fixed in Government Resolution, General Department, No. 7182, dated 23rd December 1902, should be observed under the Negotiable Instruments Act:—

The Committee recommend the following:—

1. New Year.	1st & 2nd January.	Tuesday and Wednesday.	2 Days
2. Maha Shivratri.	11th February.	Monday.	1 Day
3. Holi.	28th February	Thursday.	1 ,,
4. Jamshedi Naoroz	21st March.	Thursday.	1 ,,

5. Easter	29th & 30th March & 1st April.	Good Friday, Saturday and Monday.	3 Days
6. Ramnavmi	22nd April.	Monday.	1 Day
7. Whit-Monday	20th May	Monday.	1 ,,
8. Cocoanut Day	23rd August	Friday.	1 ,,
9. Gokul Ashtami	31st August.	Saturday.	1 ,,
10. Ganesh Chaturthi	11th September.	Wednesday.	1 ,,
11. Parsee New Year	13th & 14th Sept.	Friday & Saturday	2 Days
12. Dussera	16th October.	Wednesday.	1 Day
13. Divali	4th, 5th & 6th Nov.	Monday, Tuesday and Wednesday.	3 Days
14. The King-Emperor's Birthday	9th November	Saturday	1 Day
15. Christmas	24th, 25th & 26th December.	Tuesday, Wednesday & Thursday.	3 Days
16. New Year	31st December	Tuesday.	1 Day

NOTES.

(*a*) Mohurrum has been omitted in the list as the festival falls in 1907 on a Sunday.

(*b*) The Committee recommend 3 days at Divali, *viz.* the 4th, 5th & 6th November. This is only reverting to the former custom, which the Committee think advisable.

(*c*) Khordadsal has been omitted as the Committee do not consider it a sufficiently important day, especially as it falls so close to the Parsee New Year holidays.

(*d*) Whit-Monday on the 20th May is strongly recommended by the majority of the Committee, as it is a non-business day throughout the world.

(*e*) As regards the King-Emperor's Birthday, the Committee unanimously recommend that it should be observed on the 9th November, the real day, and not on the 26th June.

H. E. E. PROCTER.
J. BEGBIE.
L. N. BANAJI.
F. C. HARRISON.
G. MILLER.

Bombay, 30th November 1906.

No. 4695-A of 1906.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 12th December 1906.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 1029, dated 1st December 1906, I am directed to forward, for the information of the Chamber, a copy of Government Notification, Financial Department, No. 4695, dated 12th December 1906, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1907.

2. With reference to the Committee's report received with your letter under reply, I am to state that as the Government of India have directed that only two days should be notified under the Negotiable Instruments Act for Divali, the third day proposed by the Committee cannot be allowed, and that in the absence of further orders from the Government of India a holiday cannot be granted for Whit-Monday and the date for the celebration of the Birthday of His Majesty the King-Emperor should be the 26th June.—I have, &c.,

G. MONTEATH,

Under-Secretary to Government.

NOTIFICATION.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 12th December 1906.

No. 4695.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year 1907 in addition to New Year's Day (1st January), Good Friday (29th

March) and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year	... 2nd January	... Wednesday.
Maha Shivratri	... 11th February	... Monday.
Holi	... 28th February	... Thursday.
Jamshedi Naoroz	... 21st March	... Thursday.
Easter	... 30th Mar. & 1st Apl	... Saturday & Monday.
Ramnavmi	... 22nd April	... Monday.
Birthday of His Majesty the King-Emperor	... 26th June	... Wednesday.
Cocoanut Day	... 23rd August	... Friday.
Gokul Ashtami	... 31st August	... Saturday.
Ganesh Chaturthi	... 11th September	... Wednesday.
Parsi New Year	... 13th & 14th Sept.	... Friday & Saturday.
Dussera	... 16th October.	... Wednesday.
Devali	... 5th and 6th Nov.	... Tuesday & Wednesday.
Christmas	... 24th and 26th Dec.	... Tuesday & Thursday.
New Year	... 31st December	... Tuesday.

2. This notification does not apply to Sind.

By order of His Excellency the
Right Honourable the Governor in Council,

R. P. BARROW,
Acting Chief Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 27th December 1906.

No. 1071 OF 1906.

The UNDER-SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—Under instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge receipt of your letter No. 4695-A of the 12th of December 1906.

In the report submitted to you with my letter No. 1029, dated 1st of December 1906, the Committee recommended the omission of two days, *viz.*, Mohurrum and Khordadsal and the substitution in their place of Whit-Monday and a third day at Diwalee, leaving the number of holidays the same as last year, *viz.*, 24 days.

The Committee note with regret that while Government have accepted their recommendation regarding the days proposed to be omitted, they have not put in the days proposed in their place with the result that there will be only 22 holidays during the coming year. The Committee also note that in the absence of further orders from the Government of India a holiday cannot be granted for Whit-Monday, and feeling as they do the great desirability of this day being observed as a holiday throughout India, for reasons already set forth, they would ask that their suggestion should be placed before the Government of India in order that orders may be issued in the matter.

As regards the date selected for the celebration of the birthday of His Majesty the King-Emperor, the Committee can only express their regret that in place of the real date of His Majesty's birthday another date, the 26th of June, has been selected, which, from a Bombay business point of view, is most unsuitable.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 508 OF 1907.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 28th January 1907.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1071, dated 27th December 1906, I am directed to state, for the information of the Chamber, that as will be seen from my letter No. 2431, dated 15th June 1906, the proposals made by the Chamber in its letter No. 393, dated 12th May 1906, as regards Whit-Monday and the observance of the birthday of His Majesty the King-Emperor on the real date, have been brought to the notice of the Government of India and are under their consideration.—I have, &c.,

G. MONTEATH,
Under Secretary to Government.

APPENDIX Z.

IMPROVEMENT IN THE DAILY WEATHER CHART.

CHAMBER OF COMMERCE,
BOMBAY, 22nd June 1906.

No. 548 OF 1906.

The METEOROLOGICAL REPORTER FOR WESTERN INDIA,
Bombay.

SIR,—With reference to the weather reports issued by your Department my Committee venture to suggest the following few alterations which they think would increase their efficiency without on the whole, involving extra cost:—

Punjab.—To Lahore, Sirsa and Delhi, might be added Mooltan.

The United Provinces.—These are represented by Agra, Cawnpore, Allahabad and Jhansi, to which might be added Farukhabad.

Rajputana.—Here Bara might be included.

Kutch, Khathiawar and Guzerat.—Reports are received from Deesa, Ahmedabad, Bhuj, Jamnagar, Dwarka, Rajkot, Bhawnagar, and Verawal. It appears to my Committee that the Kutch-Khathiawar share in this report is unnecessarily large. Ten to twenty years ago when the Khathiawar cotton crop was of far greater importance to Bombay than at present, it may have been necessary to keep up all these stations. But since Khathiawar trade has so markedly declined of late, three or four stations it is believed ought to be sufficient. Instead of the stations thus abolished my Committee would suggest Baroda and Broach.

Berar and Central Provinces.—Reports are now received from Saugor, Jubbulpore, Hoshangabad, Khandwa, Raipur, Nagpur, Amraoti, and Akola. To these might be added Varora and Betool if feasible.

Hyderabad Deccan.—Hyderabad and Aurangabad being the only places that at present furnish reports from the Nizam's Territory, it would be of advantage if Parbhani or Nanded or both could be added to the list.

Western Khandeish.—It is suggested that one or more of the following be added as reporting stations, *viz.*, Nandurbar, Dhondaisha or Amalner; and that Nasik be substituted for Malegaon.

My Committee believe that the additions above referred to would materially increase the value of the daily weather report, and they therefore hope you will be able to see your way to meeting their wishes in this matter.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 445 OF 1906.

BOMBAY, 26th June 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay,

SIR,—With reference to your letter No. 548, dated the 22nd instant, I have the honour to inform you that none of the stations mentioned therein (except Mooltan) record any meteorological observations except the fall of rain.

I would, therefore, ask you to kindly consult your Committee and inform me whether they would like the rainfall at those stations printed twice a week in my report, for their information, during any period to be determined by your Committee. If your Committee agree I would be glad to arrange with the Meteorological Reporter to the Government of India and the Director-General of Indian Observatories to obtain the information by post from officers in charge of these rain-gauge stations.—I have, &c.,

N. LESLIE,
Meteorological Reporter for Western India.

CHAMBER OF COMMERCE,
BOMBAY, 3rd July 1906.

No. 583 OF 1906.

The METEOROLOGICAL REPORTER FOR WESTERN INDIA,
Bombay.

SIR,—I am directed to acknowledge with thanks receipt of your letter No. 445, of the 26th June, and to say that my Committee

agree to your proposal to show the rainfall at the stations referred to twice a week in your report. The period for which this information will be acceptable is from 1st June to 30th September.

With reference to the alteration suggested in my letter of the 22nd June, I am to say that my Committee will later on address you again on the subject with a view to introducing some changes if feasible in next season's work.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 24th September 1906.

No. 820 OF 1906.

N. LESLIE, Esq.,
METEOROLOGICAL REPORTER FOR WESTERN INDIA,
Bombay.

SIR,—With reference to the column marked "A" by me on the accompanying Telegraphic Weather and Crop Report, my Committee would be obliged if you would kindly let them know the number of years on which the average is based? They would suggest that it should be based on the last ten years, and that at the beginning of each new year the previous lapsed year be added to the column, and the tenth year counting backward be deducted. Thus a true average of the preceding ten years would always be available for purposes of comparison.

They would also suggest the insertion of the period in this column as follows :—

"Average rainfall for the past ten years, 1st June to date."

Regarding column marked "B" overleaf, as it is believed these statistics were supplied by the Chamber some seventeen years ago, they cannot any longer be considered of any practical use. My Committee, therefore, desire me to ask you to abolish the figures now shown, and substitute in their place the average rainfall for the last ten years, as described in connection with column A.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 653 B OF 1906.

BOMBAY, 26th September 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 820, dated the 24th of September 1906, I have the honour to inform you that the exact number of years taken to calculate the averages is not known in this office as it is worked out at Calcutta; it is however not less than 25 years.

(2) As regards your suggestion to introduce means based on the past ten years, in my opinion the average will be unreliable and of little scientific value. However as the Director-General of Observatories is expected in Bombay in the month of December I will place the whole case before him for consideration and suggest additional columns in the weather report to meet the wishes of your Committee.

(3) As regards the column marked "B" the rainfall for all the stations except Sholapur, Bellary, Amraoti, Delhi, Agra, and Cawnpore is supplied by your Agents, and I am not aware as to the locality from which they get it. If the rainfall at those stations has been recorded for 10 or 12 years in the same spot and if this is supplied to my office it will be possible to calculate the average of 10 years for all the stations included in the crop report.—I have, &c.,

N. LESLIE,
Meteorologist.

No. 847 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 4th October 1906.

The METEOROLOGIST, Bombay.

SIR,—I am directed to acknowledge with thanks the information given in your letter No. 653 of the 26th September, and to enquire as regards Column A, the exact number of years taken to calculate the average rainfall. And further to ask you whether this average is calculated at stated intervals of 10 or 25 years, or whether it is calculated annually for 10 or 25 years, with one year

dropped and the past year added? I may add my Committee favour the latter mode of calculation as giving the more satisfactory figures for purposes of comparison.

With reference to Column B, my Committee consider that the averages should be based on the same periods as in Column A for all stations that appear on both columns; and as regards the other stations, their averages might be calculated for corresponding periods from the figures that have annually been supplied by the Agents of the Chamber. If statistics are not available for the same number of years as taken for Column A, it is suggested the average in Column B might be taken for a lesser period.

I regret the Chamber is not in a position to supply the statistics for the back years in connection with the reporting stations mentioned in Column B; but I believe the information is available in your own Office in "The Bombay Daily Weather Chart," bound in volumes for each year. Lastly, it is suggested the exact number of years for which the averages are calculated should be clearly stated in Columns A and B. Should any further information or explanation be needed, I shall be most happy to personally call at your Office whenever convenient to you.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 925 OF 1906.

CHAMBER OF COMMERCE,
BOMBAY, 30th October 1906.

N. LESLIE, Esq.,
METEOROLOGIST, Bombay.

SIR,—With reference to our interview on the 25th instant, I herewith beg to place before you the following proposals of my Committee as regards the changes desired in the Telegraphic Weather and Crop Report:—

(1) The Committee are satisfied that the figures given in Column marked A in the accompanying Report, show a correct average rainfall. But they would suggest that

instead of revising these figures once in a decade, they might be brought up to date annually, or at least after every fifth year. Further they ask that the years for which the average is calculated may in future be indicated at head of Column A ; and that another Column marked B be added showing the average Annual Rainfall for each station.

(2) With reference to columns marked C, my Committee desire that the present figures, which are misleading, should be discontinued ; and that as suggested by you the averages should in future be calculated in accordance with the procedure followed in Columns A and B, based on statistics compiled by the Revenue and Agricultural Department of the Government of India.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 807-B. OF 1906.

BOMBAY, 21st December 1906.

To the SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to inform you that the Director-General of Observatories will be at Bombay on the 5th or 6th January 1907. He intends to hold a meeting between himself, yourself, myself and Director of Land Records and Agriculture, Poona, on the subject of improving daily weather report. I have consulted the Director of Land Records and Agriculture, and he has promised to be at the meeting on the 8th. I shall, therefore, be glad if you will kindly arrange to be present at the meeting on that day at the stated time. The meeting will be held at the Bombay Government Telegraph Office at 11 a.m., Standard Time, on the 8th January 1907. I shall be obliged if you will let me know whether the arrangement suits you.—I have, &c.,

N. LESLIE,
Meteorologist, Bombay.

No. 37-B.

BOMBAY, 16th January 1907.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward a copy of some proposals for the improvement of the Bombay Daily Weather Report, a copy of which has also been sent to the Secretary to the Government of Bombay. I shall be glad to be informed whether the proposals meet with the approval of the Chamber of Commerce, and whether they would desire to see any further changes in the Report: in particular I would suggest the advisability of increasing to a certain extent the number of stations from which bi-weekly telegraphic information is to be sent.

2. In the case of Jamnagar and Bhuj some doubt has been expressed as to whether the usefulness of the daily telegrams is sufficient to justify their cost: it may however be desirable to continue the former solely in order to maintain the interest of the Jamnagar State in its rainfall statistics. In order to render possible a satisfactory decision on these points, I have the honour to ask for an expression of opinion as to the value of complete daily information from Jamnagar and Bhuj.—I have, &c.,

GILBERT T. WALKER,
Director-General of Observatories.

Proposals for Improvement of the Bombay Daily Weather Report.

The following memorandum has been drawn up by me after a conference with the Director of Agriculture, the Meteorologist, Bombay, and the Secretary of the Chamber of Commerce. I have attempted to indicate those items on which we were agreed; but the memorandum has not been submitted to the Director of Agriculture or the Secretary of the Chamber of Commerce; it is therefore only authoritative as regards the views of the Meteorological Department.

2. The principles which were adopted at the conference were—

(*a*) That for agricultural and commercial purposes, knowledge of the pressure distribution was not required, but

information was desired in relation to rainfall, temperature, humidity, cloud and wind.

(*b*) That rainfall occurs so irregularly, that it is advantageous to know the amount measured at as many stations as possible ; but that pressure, temperature, humidity, cloud and wind are more uniform in their distribution, and it is sufficient for practical urposes to have information from a network of stations separated by tolerably uniform distances which may in general be something like 100 miles and need never be less than 70 miles.

(*c*) That it accordingly appears desirable to have daily complete weather information for a network of stations whose data are shown on the chart of the printed weather report, and to supplement these by a tabular statement of rainfall only from a number of stations selected for their economic or administrative importance.

(*d*) That rainfall information is required not merely during the monsoon, from June to October, but also during the cold weather period from December to March ; and as rain of importance also falls at intermediate periods, it seems better to provide data during the whole year.

(*e*) That in view of the large cost of daily telegrams, the desirability of obtaining the most useful return for the outlay incurred, and the sufficiency for practical purposes of the more detailed rainfall information at intervals of several days, it appears advisable to have *bi-weekly* rainfall information by telegram from a number of stations ; this information might be sent by deferred telegram and the annual cost for each station would thus be Rs. 26.

(*f*) That in cases where complete information is desired from a district not at present represented in the Bombay D. W. R. (as from Farukhabad or Warora), it is desirable to receive duplicates of the daily telegrams. sent to Simla from the nearest station

of the network already in existence (in the above cases Mainpuri and Chanda) rather than to organise in each case a new observatory. The latter plan involves not only the expense of training and paying the observer, and providing a shed and instruments, but also the correspondence necessary in order to maintain the accuracy of the observations made. If the Simla station so added is not near enough to the locality for which information is needed to give an accurate representation of its rainfall, bi-weekly information from the locality itself may be added.

3. In relation to pressure I am of opinion that it would be a mistake to remove this from the sheet, because there are some people who take an intelligent interest in the connection of the weather with depressions and with other meteorological phenomena. I think, however, that the column headed "change in past 24 hours" might be omitted. The effect of pressure upon the weather of any one place depends much more on the conformation of the lines in the weather chart than upon the actual rise or fall of the barometer in that place. The statement of the rise or fall of the barometer is therefore likely fairly often to prove misleading, and can in any case be obtained by one in need of the information by a reference to the Weather Report of the previous day.

4. In order to give effect to these ideas it was provisionally agreed that the list of stations whose observations are included in the Bombay Daily Weather Report should be—

Persian Area	Bushire Jask Muscat

(Observations from Aden are not required except by Simla).

Punjab...	Multan* Rawal Pindi* Lahore Sirsa Ambala* Delhi

* Stations marked * are proposed additions.

United Provinces	Agra Mainpuri° Jhansi Cawnpore Allahabad
Sind and Rajputana	Jacobabad Karachi Ajmer Jeypore Kotah
Gujrat, Kathiawar and Central India West	Bhuj Jamnagar Dwarka Veraval Rajkot Bhavnagar Para Surat† Ahmedabad Deesa Neemuch Indore
Central Provinces	Jubbulpore Saugor Hoshangabad Khandwa Akola Amraoti Nagpur Chanda° Raipur
Konkan	Bombay Ratnagiri Marmugao Karwar

° Stations marked ° are proposed additions.

† At present wrongly included in Bombay.

Bombay Deccan and Hyderabad...	Malegaon
	Ahmednagar
	Poona
	Sholapur
	Bijapur
	Belgaum
	Aurangabad
	Nizamabad (Indur)*
	Hyderabad
Malabar Coast and Ceylon...	Mangalore
	Calicut
	Cochin
	Colombo
Madras (excluding Malabar) *and Mysore...*	Masulipatam
	Bellary
	Cuddapah
	Madras
	Bangalore
	Coimbatore
	Trichinopoly
	Negapatam

5. No change was suggested in the Telegraphic Weather and Crop Reports provided by the Chamber of Commerce, but it was proposed that the table of "Rainfall received by post," introduced as a temporary measure this year and the "Statement of rainfall at certain stations on the G. I. P., Rajputana-Malwa and B. B. & C. I. Railways," should together be replaced by a table of rainfall telegraphed bi-weekly from a number of selected stations. It was also pointed out that the measurement of rainfall at 6 p.m. at the railway stations was unfortunate, in that the standard time of measurement all over India has for about 15 years been fixed as 8 hours, and that data referring to 18 hours cannot be completely amalgamated with data for 8 hours.

6. Rainfall data from the following stations were regarded as important enough to justify the publication of bi-weekly telegrams :—

Dohad	Jalgaon
Godhra	Dharwar
Baroda	Gadag
Broach	Parbhani
Nasik	Nandod
Nandurbar	Betul

* Stations marked * are proposed additions.

7. It has been found of decided advantage in the India Daily Weather Report to replace the former general statement of weather all over India by a series of paragraphs dealing with well marked divisions, so that those in search of information about any district would know at once where to look for it, and I would urge the adoption of a similar course in this case.

I would propose that the first page of the sheet, at present left blank, should be arranged as follows :—

BOMBAY DAILY WEATHER REPORT.

For the 26th January 1907.

Summary of observations recorded at 8 hours on Saturday, the 26th January 1907, giving data for the preceding 24 hours.

Punjab.—Paragraph describing the rainfall, temperature, wind and humidity.

United Provinces.—Paragraph describing the rainfall, temperature, wind and humidity.

Sind and Rajputna.—Paragraph describing the rainfall, temperature, wind and humidity.

Gujrat, Kathiawar and Central India West.—Paragraph describing the rainfall, temperature, wind and humidity.

Central Provinces.—Paragraph describing the rainfall, temperature, wind and humidity.

Konkan.—Paragraph describing the rainfall, temperature, wind and humidity.

Bombay Deccan and Hyderabad.—Paragraph describing the rainfall, temperature, wind and humidity.

General Remarks.

8. It will be seen that if this plan were adopted there would as a rule be no general remarks on the stations included in the Persian area, Malabar Coast and Ceylon, Madras (excluding Malabar) and Mysore.

Data from these areas are, I believe, not required directly for economical or administrative purposes, but in order to inform the officer who writes the report of the coming up of depressions or of the monsoon. Any deductions from these data which would be of general interest would be included in the "General Remarks" of the last paragraph.

9. On the remaining pages there would be :—

Second.—The weather map with a considerably diminished amount of explanation in the footnote.

Third.—The table of observations, but not the summary, which would appear on the first page.

Fourth.—The telegraphic weather and crop reports and the bi-weekly rainfall information on Mondays and Thursdays.

10. I may perhaps here explain that the normals of rainfall or other meteorological information are based in nearly all cases on the data of at least 20 years, and that they have hitherto been revised at intervals of between five and ten years. I believe that this procedure gives sufficient accuracy for all practical purposes, and is better than giving normals based on a smaller number of years.

11. The following changes in details would probably be advantageous :—

(*a*) The omission of the column giving the change of pressure in the past 24 hours as already suggested.

(*b*) Replacing the column giving the change of humidity in the past 24 hours by one giving the departure from normal. I believe that comparatively few people know whether a humidity of say 63 at Rajkote means that the air is very damp or rather dry, and that it is of more use to say that it is 9 in excess of the average, rather than to give the change from the previous day which can be ascertained by any one who requires the information by a comparison with the previous day's printed report.

(*c*) The addition to the rainfall information in the table on page 3 of a column giving the normal annual rainfall.

(*d*) The extension of the map northwards so as to include Multan, Rawal Pindi, Lahore, Sirsa and Ambala.

(*e*) The provision of columns of rainfall data in the table headed " Telegraphic Weather and Crop Report " similar to those proposed for the previous page, *i.e.*, columns to be headed :—

Since last telegram.

From 1st June to date.

Average 1st June to date.
Variation 1st June to date.
Average annual.

(*f*) The improvement of the method of indicating rainfall in the chart, so that a fall of 1″·99 should be indicated by 2 instead of by 1 as at present. Thus 2 should represent a fall of between 1″·51 and 2″·50 instead of between 2″·00 and 2″·99 as at present.

(*g*) If the above changes be carried out, it will be possible to diminish the size of the pages of the report by about three and a half inches in height and one and a half in width, and thus render it more easy to handle without reducing the scale of the chart or using smaller type.

GILBERT T. WALKER,
Director-General of Observatories.

CHAMBER OF COMMERCE,
BOMBAY, 31st January 1907.

No. 90 OF 1907.

G. T. WALKER, Esq.,
DIRECTOR-GENERAL OF OBSERVATORIES,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 37-B. of the 16th instant, containing proposals for the improvement of the Bombay Daily Weather Report. In reply I am desired to say that the Committee of the Chamber quite approve of the proposals put forward, but would suggest the following slight additions :—

(*a*) On page 4 Broach should be included in the list for "Gujrat, Kathiawar, and Central India West."

(*b*) On page 7 Khandesh should be shown as follows :—"Gujrat, Kathiawar, Khandesh and Central India West."

(*c*) On the same page the Berars should be added to the heading, "Central Provinces," reading "Central Provinces including Berars."

As regards Bhuj and Jamnagar, the Committee do not consider that information from these two stations will have any commercial value, but they have no objection to their retention should this be desired in the interests of the States concerned.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

D. O. No. 45.

INDIA METEOROLOGICAL DEPARTMENT,
SIMLA, 13th March 1907.

DEAR MR. LESLIE-ROGERS,—With reference to your letter No. 90, dated the 31st January 1907, relating to the Bombay Daily Weather Report, I am glad that the Committee of the Chamber approve of the main ideas expressed at our meeting, and am anxious that their wishes shall be met as far as possible, but I do not fully understand their attitude in relation to Broach and I should be very glad if you would kindly give me some explanation on the point. If the principle stated in paragraph 2 of my letter 37-B of the 16th January 1907 be accepted, the conditions at Broach, as regards temperature, humidity, cloud and wind could be inferred fairly closely from those at the neighbouring stations of Rajkot (distant 148 miles), Ahmedabad (117 miles), Bhavnagar (53 miles), Malegaon (127 miles) and especially Surat (38 miles). I believe that the rainfalls of Surat and Broach are somewhat independent and had proposed separate bi-weekly rainfall information from Broach, but it seems *á priori* unlikely that if the temperature of Surat is decidedly above normal, that of Broach will be below it, and so on. It will materially strengthen the case for a new observatory at Broach when the scheme is submitted to the Government of India for sanction, if I may have a more definite idea of the object in desiring complete observations from that place. Further, if an observatory is started there, I would suggest that a barometer be not included in its equipment; for there is no doubt whatever that the pressure at Broach could be derived sufficiently nearly for all practical purposes from that at Surat.

2. I am not aware whether the Chamber of Commerce is familiar with the "India Daily Weather Telegrams," of which a specimen copy is enclosed. It contains information from a wider area than that on

which the Bombay Report is based, including more stations in Persia and Baluchistan (where many of the rain bearing cold weather depressions originate), and the Bay of Bengal (thus giving earlier information of monsoon storms crossing over the Central Provinces into northwest India), as well as in Kashmir, North-east India and Burma. It is sent off "urgent" from Simla at about 12·30, and if applied for should reach subscribers in Bombay at something like the same time as the "Bombay Daily Weather Report."—Yours, &c.,

GILBERT T. WALKER,
Director-General of Observatories.

(The subscription to the "Daily Telegraphic Weather Summary" is Rs. 10-0-0 per mensem or Rs. 120-0-0 per annum.)

CHAMBER OF COMMERCE,
BOMBAY, 28th March 1907.

D. O. No. 283.

DEAR MR. WALKER,—I am directed to acknowledge your D. O. No. 45 of the 13th instant, and to explain that my Committee do not desire complete observations from Broach. It will suffice for their purpose if the rainfall only of this place is shown daily in the Weather Report. They quite realise that the condition at Broach as regards temperature, humidity, cloud and wind could be inferred more or less correctly from those at neighbouring stations; but as the rainfalls of Broach and its nearest station Surat are independent of each other, it often happens that thunderstorms damage portions of the crops in one place, while they do not affect those of the other. It was for this reason that Broach was included in the Guzerat and Kathiawar list, though it was perhaps not clearly explained that only the daily register of rain was required.

In conclusion I am desired to thank you for calling attention to the publication of the Indian Daily Weather Telegrams, and to say the information has been duly noted and will be placed before members interested in the matter.—Yours, &c.,

J. B. LESLIE-ROGERS,
Secretary.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 27th February 1907, at 3-30 p.m., to transact the following business:—

(1) To receive the Report of the out-going Committee for the year 1906,

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 12 of Rule VII,

(3) To amend Rule II of the Rules and Regulations of the Chamber regarding the election of Members,

(4) To amend Rule I of the Chamber's Rules regarding General Disputes and Arbitrations,

(5) To sanction the institution of a Provident Fund for the benefit of the Members of the Chamber's Staff, and to appoint two Trustees for the current year,

(6) To appoint Auditors of the Chamber's Accounts for the year 1907,

And to transact any other business that may be brought forward.

The Hon'ble Mr. H. E. E. Procter, Chairman of the Chamber, presided.

Among those present were:—His Excellency Lord Lamington, Governor of Bombay; Mr. C. H. Armstrong, Mr. E. Comber and Mr. A. E. Lord, of Messrs. Lyon & Co. (Bombay), Ld.; Mr. Donald N. Graham, Mr. W. E. Crum and Mr. Nigel F. Paton, of Messrs. W. & A. Graham & Co.; Mr. P. J. Arnot, of Messrs. J. A. Begbie & Co.; Mr. W. M. Bell and Mr. C. A. Russ, of Messrs. Bell, Russ & Co.; Mr. H. Blascheck, of Messrs. A. Blascheck & Co.; Mr. F. A. H. East, of Messrs. Cory Brothers & Co., Ld.; Mr. S. N. Powell, of Messrs.

John Dickinson & Co., Ld.; Mr. J. Fairclough, of Messrs. Ewart, Latham & Co.; Mr. A. F. Ferguson, of Messrs. A. F. Ferguson & Co.; Mr. J. Littleton Symons and Mr. D. M. Inglis, of Messrs. Finlay, Muir & Co.; Mr. C. H. B. Forbes, of Messrs. C. H. B. Forbes & Co.; Mr. L. B. Ker and Mr. J. Black, of Messrs. Forbes, Forbes, Campbell & Co., Ld.; Mr. O. Meyer, of Messrs. Gaddum & Co.; Mr. A. Moritz, of Messrs. Glade & Co.; Mr. Herbert R. Greaves and Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.; Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal & Co.; Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.; Mr. W. D. Hall, of Messrs. Latham, Abercrombie & Co.; Mr. J. W. Brown, of Messrs. C. Macdonald & Co.; Mr. R. G. Monteath, of Messrs. Mackinnon, Mackenzie & Co.; Mr. J. C. R. Nabert, of Messrs. Meister, Lucius and Bruning, Ld.; Mr. G. Ostermayer, of Messrs. M. Ostermayer & Co.; Mr. Ramdas Narandas and Mr. Purshotum Thakordas, of Messrs. Narandas Rajaram & Co.; Mr. W. J. A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell; Mr. F. N. Giles, of Messrs. Charles Phillimore & Co.; Mr. J. N. Metaxa and Mr. G. Sugdury, of Messrs. Ralli Brothers; Mr. H. Holmes, of Messrs. Gysi and Kleinjung; Mr. Jivandas Pitamber, of Messrs. Chugondas & Co.; Mr. S. M. Moses, Mr. A. G. Dovey and Mr. M. S. Moses, of Messrs. David Sassoon & Co., Ld.; Mr. S. Abraham, of Messrs. E. D. Sassoon & Co.; Mr. Geo. Service, of Messrs. George Service & Co.; Mr. Thos. Sharples and Alex. Thompson, of Messrs. Steiners, Ld.; Mr. F. W. Bickel, of Messrs. Volkart Bros.; Mr. S. J. Gillum, of the Bombay Co, Ld.; Mr. H. F. Wagstaff and Mr. H. T. Gorrie, of the South British Fire and Marine Insurance Co. of New Zealand; Mr. N. N. Wadia, of the Bombay Dyeing and Manufacturing Co., Ld.; Mr. T. Kusumoto, of the Nippon Yusen Kaisha; Mr. L. Bricard and Mr. P. de Bure, of the Compagnie des Messageries Maritimes; Mr. Percy Clare, of Messrs. Kahn & Kahn; Mr. B. Hope, of Messrs. Turner, Morrison & Co.; Mr. James Begbie, of the Bank of Bombay; Mr. W. Jeselsohn, of Messrs Louis Dreyfus & Co.; Mr. George Miller, of the Chartered Bank of India, Australia and China; Mr. F. T. Rickards and Mr. A. C. Rumboll, of the G. I. P. Railway; Major A. D. G. Shelley, R.E., and Mr. C. Crommelin, of the B. B. & C. I. Railway; Mr. Ahmedbhoy Hubibbhoy; Mr. A. Surandes; Mr. Ruttonsey Mooljie, of Messrs. Ruttonsey Denso & Co., and Mr. J. B. Leslie-Rogers, Secretary of the Chamber.

THE CHAIRMAN, THE HON. MR. H. E. E. PROCTOR, said :— Before commencing our business this afternoon, I am sure I am only voicing your feelings as well as my own when I express to His Excellency how pleased we are to welcome him here this afternoon and how much we appreciate his being with us. I think I am right when I say that this is the first time that a Governor has attended any of our general meetings, and it only shows the deep interest he takes in commercial matters. I believe a former Governor, Lord Reay, met and addressed our Chamber in 1889, but except for that solitary instance, no Governor until to-day has been present at a meeting of the Chamber for the past twenty years at least. Commerce in India has always been closely connected with the Government since the days of the old East India Company, but of late years the connection has been much closer, and now that we have, through the instrumentality of Lord Curzon, the Department of Commerce and Industry, we look for a still closer connection. I think perhaps that what has retarded relations in the past has been a want of sympathy and understanding on both sides, due to the fact that Government officials and the commercial community were not in touch with, or, in fact, hardly knew each other. A great change has taken place lately in this respect, and this want of sympathy and understanding will soon, I hope, be a thing of the past. It is because we earnestly hope for this that we welcome His Excellency's presence here this afternoon as a token of the interest he, as the head of our Government, takes in the commercial affairs of this city.

It has been the usual custom for your Chairman, in proposing the adoption of the report for the year, to add a few remarks with reference to the events of the year under review, and I propose to follow the example of my predecessors in this respect. The year under review has not been characterised by any events of great importance. We have had no Viceroy arriving or departing, no visits from the Honourable Member for Commerce and Industry to record, nor have we had occasion to call any general meeting since our last annual one, but I think I may say that the year has been characterised by a considerable amount of quiet work as is evident from the Report before you and especially with reference to the internal economy of your Chamber.

Sub-Committees.

Shortly after the present Committee came into office, we instituted a system of Sub-Committees, which had been suggested from time to time for many years past and which have worked very successfully in Calcutta. The Sub-Committees so instituted were for Imports, Exports, Shipping, Finance and Railways, and were composed partly of members of your General Committee and partly from the general body of members. I think I may say that these Committees have proved a great success. They have enabled your General Committee, when dealing with subjects which more or less require expert opinion, to have that expert opinion before them before coming to a decision, and I think I may say that the results thus arrived at and the opinions consequently given have been considerably more valuable than they would have been without such expert opinion. This has been particularly the case in the matters connected with the Railways, and I would take this opportunity of thanking the Traffic Managers of the G. I. P. and B. B. & C. I. Railways for their valuable assistance on the Railway Sub-Committee. Their opinions in all the matters submitted to this Committee have been most valuable and of the greatest assistance to our General Committee. I think I am voicing the opinion of the Committee as well as my own when I say that these Sub-Committees have proved most useful, not only in enabling your General Committee to come to more correct opinions, but, what is to my mind just as important, in getting through the inclusion in them of members outside the General Committee, a wider interest taken in Chamber matters among the general body of members.

Indexing Chamber Reports.

Another matter your Committee have undertaken this year has been the Indexing of the Chamber Reports since their commencement in 1836. These reports form a most valuable record of the commercial history of the Bombay Presidency for the last seventy years, but without an index it was almost hopeless to find what might be wanted. Your Committee have therefore had an index compiled, which is now in print and will be ready shortly. When ready it will be sold to members at a price to cover the cost of printing. To give an idea of the work this compilation has entailed, I may mention that the Index will contain about 700 pages.

Provident Fund.

Another matter of internal administration which your Committee have taken up has been the establishment of a Provident Fund for the employees of the Chamber. Your Committee felt strongly that something should be done for the benefit for your employees, and the Provident Fund they have established will, I trust, meet with your approval, and I am sure will be much appreciated by the employees themselves. Copies of the rules have been circulated to all members and, subject to your confirmation, the Fund will be in force from the 1st January 1907. I am glad to say that both the Millowners' Association and the Cotton Trade Association have agreed to contribute towards the Fund in proportion to their respective contributions. The basis of the Fund is that all employees contribute 5 per cent. of their salaries to it and the Chamber contribute an equal amount, the Chamber's contribution being paid every six months at the end of June and December. I may mention that just after we had drafted our rules, we heard that the Bengal Chamber had also instituted a similar Provident Fund, and on their kindly sending us a copy of their rules, we had ours again carefully revised by the Chamber's Solicitors who embodied in them certain further rules suggested by the Bengal Chamber rules. I think they ought now to prove very complete, and our best thanks are due to the Bengal Chamber for their courtesy in allowing us to make use of their rules.

Ballotting for new Members.

You will have noticed that a new system of ballotting has been introduced, whereby members need not attend the Chamber rooms personally, but can record their vote by letter while still retaining the secrecy of the ballot. This system was suggested to your Committee by Mr. Leslie, of Messrs. Greaves, Cotton and Company, and has worked so far extremely well. The old system, by which members had to attend at the Chamber's rooms personally in order to record their vote, entailed a great deal of inconvenience and often made it extremely difficult to get votes recorded, so I think we are very much indebted to Mr. Leslie for his ingenious suggestion of the present system. While on this subject I may mention that twelve new members have been elected during the year—a record number since the Chamber was started—and the total number of members on the 31st December stood at 103.

Funds of the Chamber.

As regards our finances, we carry forward a balance of Rs. 91,000, an increase of Rs. 14,000 during the twelve months, which I think can be considered very satisfactory in view of the fact that, at the end of last year, we considerably reduced the charge for our publications. Now that our finances are on such a sound basis, I think the question of having our own building should be seriously considered, and I would commend this to the attention of the incoming Committee. Before leaving the matters connected with the internal economy of the Chamber, I should like to express my appreciation of the excellent work done by our Secretary Mr. Leslie-Rogers, our Assistant Secretary Mr. Michael, and the whole staff during the past year. The establishment of the Provident Fund, the reorganising of the Measurement Department and the compiling of the Index has entailed a great deal of extra work, and I think the members of this Chamber have every reason to be proud of their staff. And now passing on to the matters which have engaged the consideration of your Committee during the past year.

Government and Private Enterprise.

The first one which I should like to refer to is the relation between the Government and private enterprise. As a matter of fact, it has not actually been before us recently, but as it is a matter closely connected with this Chamber, I do not hesitate to refer to it. In his address to the London Chamber of Commerce in June, 1905, Sir Edward Law, referring to the creation of the Railway Board and the Department of Commerce and Industry, said:—

"I hope and think that one important result of expert advice will be the greater encouragement of private initiative in commercial and industrial undertakings, and particularly that this will be the case as regards the construction and maintenance of railways and other public works. . . . . The new Ministry of Commerce, however, has been specially constituted with a view to cultivating close and harmonious relations with the commercial community and to examining business proposals with some expert knowledge; and I feel certain that if it fulfils its mission, its beneficial influence will be manifested in the opening of a new era of encouragement of

private enterprise, and in further stimulating that economic progress which is already so satisfactory."

Now, gentlemen, if we ask whether that hope has been fulfilled as yet, I think the answer can only be in the negative. We have heard a good deal about the sympathy Government feel towards commercial matters and private enterprise, but I must honestly confess I should like to see that sympathy given expression to by more readiness to meet the suggestions put forward by the mercantile community in such matters, or, if they cannot be met, then some reason be given instead of a curt *non possumus* or no reply at all! To explain what I mean, let me take first the case of railway construction as an instance. In 1903 was published Mr. Robertson's report on the Administration and Working of Indian Railways. In that report Mr. Robertson came to certain conclusions. He first of all showed, by comparison with other countries, that India did not appear to be adequately provided with railways, and that he considered more rapid progress should be made in their construction so as to open up the large tracts which are at present entirely deprived of suitable means of communication. He then discussed the methods as to how such railways should be provided, and pointed out that the two alternatives were (1) for the Government of India to increase the amount of direct borrowings for railway purposes, or, in other words, to expand their present programme, or (2) to induce private enterprise to come to the assistance of Government. Of these two alternatives he recommended the latter, and, after pointing out that the terms offered by Government so far had not proved sufficiently remunerative to attract private enterprise, he laid down the terms which he thought would attain this result. The main points of these terms were: A minimum dividend of 3 per cent. in gold to be guaranteed; a rebate to be granted on interchanged traffic to allow of a return of 4 per cent. in gold and a division of profits with Government after the line had earned 5 per cent. In conclusion he pointed out that such terms should be definitely fixed. Your Committee addressed the Government of Bombay on this subject in October, 1903. Referring to Mr. Robertson's Report and pointing out the inadequacy of the present terms, they stated emphatically that, unless it was intended to discourage definitely all private enterprise in railways, it was not only desirable but necessary that some modification should

be made in the terms hitherto in force, and that such modification should be made widely known. They pointed out that the matter of really coming to terms with Government appeared to be so protracted and arduous that private capital, at one time available, passed on to other enterprises, and promoters of Indian feeder railways became discouraged, as they found it impossible to retain the serious attention of investors. In conclusion they suggested the following terms in place of those put forward by Mr. Robertson, the advantage of them being that they involved no guarantee by Government while being, in the Committee's opinion, sufficiently attractive to secure rupee capital:—(1) That the feeder lines should be granted a rebate up to the whole of the main line's net earnings from interchanged traffic so as to ensure a return of 5 per cent. on its rupee capital outlay. (2) That the nett earnings, after the shareholders have received 5 per cent., should be shared with the parent line of Government. (3) That the first option of purchase should be after 33 years instead of 21 years. (4) The maximum limit of price should be removed.

Silence of Government.

To this letter, beyond a bare acknowledgment in December, 1903, that the general question of the revision of branch line terms was in abeyance pending the consideration of Mr. Robertson's proposals, the Chamber have received no reply. It had been hoped that when the Railway Board came into existence some pronouncement would have been made; but so far nothing has been done, and it appears to be more difficult than ever for private enterprise to obtain any concessions from Government and the negotiations for such remain as protracted as before. It is difficult to understand Government's attitude in this respect. As I pointed out at our meeting in 1903, Government have everything to gain by the construction of these feeder lines. In the first place, they get the lines, which eventually become their own property, built on favourable terms; secondly, by their construction, more land is brought under cultivation and the land revenue increased, and, thirdly, it surely must be the soundest policy to encourage the people of this country to invest their money in such local enterprises and so give them a personal interest in the development of their own country. It would almost seem from the silence of Government on this matter that their intention is to ignore private enterprise and to

construct all railways themselves with money raised by direct borrowing, but I do not believe myself that Government ever can build all the railways that are wanted in this country within a reasonable time without invoking the aid of private enterprise, and the sooner they decide on their policy in this respect the better it will be for the country. As pointed out in Mr. Shapurjee Broacha's speech at the Share Brokers' Association in May last year, India takes through Bombay alone every week 15 to 20 lakhs in gold and 10 to 12 lakhs in silver. Most of this is hoarded instead of being used in the development of the industries and enterprises of this country. That the people of Western India, however, have begun to realise the advantages of investing their savings in sound enterprises such as these feeder lines is evidenced from the way in which they have already invested in the few feeder lines that have been built with rupee capital, and I feel sure that if only Government would do as this Chamber asked them to do more than three years ago and announce such terms as would make railway enterprise in India a business possibility, there would be any amount of rupee capital available for railway construction. And now let me give two instances out of many which have been personally brought to my notice of the vexatious delays which private enterprise, in dealing with Government, has to put up with—delays which are not only most discouraging but also very often make it very difficult to carry through the undertakings. The first instance is of an application for a concession to extend an existing feeder line. It was sent in to the local Government in July, 1903, and in August, 1905, the applicants having heard nothing in the mean time, were asked to submit their proposals. They did so again in August, 1905, and are still without reply. The second instance is that of a concession granted for the supply of electrical energy in a certain town in June, 1901, for which the license (without which nothing could be done) was not granted till February, 1905, with the result that the undertaking had to be abandoned. Now, I am quite willing to believe that Government do sympathise with and are ready to assist private enterprise, but I do not think they at all realise what an important factor time is for these schemes and how these protracted delays which, from a commercial point of view, seem unwarranted, not only often wrecked the schemes, but involve the applicants in considerable loss. I therefore trust that Government will in future

express their sympathy in a practical way, by seeing that all such applications are dealt with more expeditiously and without any avoidable delay.

Double Income-tax.

Passing on now to matters on which the mercantile community have expressed their opinion repeatedly without any apparent result, I would refer to a few notable instances, and the first is that of double income-tax, to which I referred last year. This matter has been several times brought before Government by Chambers of Commerce and others, but so far without any result. As I pointed out last year, there are two reasons why Government should meet our wishes in this respect, the first being that it is a great hardship on people retiring from this country to England that they should have to pay both the English and Indian income-tax on their investments in this country, and it is a distinct discouragement to them to invest or to leave any money behind them in India; and the other reason is that the fact of a resident in England having to pay double income-tax on investments in India is a great deterrent to English capital being invested here. The actual amount of the tax may not be large, but it is the feeling that they are being taxed doubly that provokes resentment and prevents the English investor looking to India as a field for investment. The fair solution appears to be that persons domiciled in England should pay the English income-tax on their Indian investments after deducting the Indian income-tax which has been previously paid in India. This system is that in force as regards probate, and I can see no reason why it should not be applied in the matter of income-tax. We have also asked Government to levy our income-tax on the three years average system as is done in England, and which certainly seems to be the only fair system to both Government and the tax payer, but this has also been refused.

Registration of Partnerships.

Another matter is the registration of partnerships. This has been put forward by the various Chambers in India again and again for the past forty years, and there is no question it is one on which the commercial community feel strongly. It was brought forward at the meeting of the Congress of Chambers of Commerce held in

Calcutta in 1905, and it was then understood that Government would deal with it immediately, but so far nothing has been done. I fully realise that there are serious difficulty in the way, but if we are to accept the recommendations of the various Chambers as representing commercial opinion in this country, it is a measure that is undoubtedly required, and that being so, I am still of the opinion which I expressed at our Annual Meeting in 1905 that Government should pass an Act at once on the lines proposed and be prepared to amend it as found necessary by practical experience.

Presidency Banks Act.

A further instance is the Amendment of the Presidency Banks Act. In 1899, in response to an enquiry from Government, this Chamber expressed its opinion that the Presidency Banks should be allowed to borrow out of India, and I understand this opinion was shared in by other Chambers. Now, without any further reference to the commercial community, Government brings forward a Bill to amend the Act without granting these powers. In introducing the Act the Hon. Mr. Baker stated that serious objections had been found to exist to this proposal, and it had been decided, in the interests of the country as a whole, that it was not expedient to give the Presidency Banks access to London. What these reasons were it was difficult to understand, and your Committee, in addressing Government on the subject, expressed their regret that your Chamber had not been given an opportunity of expressing its views on the subject before the decision was made, and asked to be informed what the reasons were which the Hon. Mr. Baker referred to. These reasons were given by the Hon. Mr. Baker at the Viceroy's Legislative Council on the 15th instant when the Bill became law, but it is difficult to see how they are in the real interests of the country. What the country wants, in the interests of trade, is cheap money, and if the Presidency Banks were allowed to borrow in London, the chances of cheap money would be greater than they are at present, and for that reason alone it must be for the benefit of the trade to give the Presidency Banks this facility. It is, however, evident that the influence of the Exchange Banks has been too powerful, and I can only regret that Government should have vetoed a proposal which had the undoubted support of the commercial community. The Hon. Mr. Baker states that the Exchange

Banks possess ample facilities for supplying all the capital which our Indian trade can require, and that to admit the Presidency Banks into this class of business would not increase the capital offering. With regard to this I can only say that if the Exchange Banks have the necessary resources, they are often not available in India when required, and we need not go back further than last December to prove this, when the Exchange Banks were certainly not equal to the demands of trade and bills were almost unsaleable. I will not dwell on this further, but would only say in conclusion that if Government had met our wishes in this respect, the profits of the Banks might have been slightly reduced, but the benefit to trade would have been appreciable. There are many other instances of a similar nature, but I will only mention one more, as I think these few will be sufficient to show that my complaint is not without foundation.

Railway Receipts.

For many years, going back as far as 1886, the various Chambers have requested Government to make Railway Receipts negotiable instruments, but owing, I presume, to the opposition on the part of the Railways, who seem to fear an increased responsibility, Government have consistently refused to meet our wishes. Personally I find it difficult to understand this refusal, as the request is one necessitated by the present conditions of trade. As you know, gentlemen, these railway receipts are now treated as negotiable instruments and are passed from merchant to merchant as such. The exigencies of the trade demand it, and unless they were so accepted, trade would be seriously interfered with. Now, all we ask is that these receipts, which are now being treated and used as negotiable instruments, should be legalised as such, as, until they are, their acceptance constitutes a risk which is unfair to the purchaser. The request has not been made to throw any additional liability on the railways, but to safeguard the trade between buyer and seller, and I therefore trust Government will see its way to meet what is undoubtedly the wish of the commercial community.

Railways.

I pass on now to the subject of Railways—a subject which always claims a large share of your Committee's attention. As you will

have seen from the Report we have strongly urged the construction of the Bharatpur-Agra and Muttra-Aligarh links, both of them very important sections in connection with the Nagda-Muttra Railway, and I trust their construction will be pushed on without delay. Their being so is particularly desirable from a Bombay point of view on account of the recent opening of the Grand Chord on the E. I. Railway by which the distance from Agra to Calcutta is reduced from 841 to 790 miles. The distance now from Agra to Bombay *via* Jhansi is 835 miles, but if the Bharatpur-Agra line is made, the distance *via* Nagda will be 785 miles. Then, again, the distance between Aligarh and Calcutta has been reduced by the construction of the new Chord from 876 miles to 825 miles. To Bombay the distance *via* Hathras is now 901 miles, but by the construction of the Muttra-Aligarh link it would be reduced to 803 miles. These figures prove very clearly how vitally important to Bombay is the early construction of these two links.

I had not intended to refer to the Nagda-Muttra Railway, but feel compelled to do so. This Chamber has always realised the importance of the early completion of this line, and only in November last your Committee addressed the Railway Board drawing attention to this, and saying they hoped the necessary funds would be allotted. It is, however, now stated in the papers that the grant for 1907-8 has been reduced by one-half and work already stopped in consequence. It is difficult to speak calmly on this subject. For years this is the one railway your Chamber has pressed for, and now to find its progress again delayed for want of funds at a time when the Railway Board are refusing to give private enterprise concessions for small lines on the plea that Government itself is going to build them, to say the least of it, is really disheartening. I trust, if the information is correct, that the incoming Committee will take up the matter at once with the Railway Board.

Shortage of Wagons.

The only other matter in connection with railways which I wish to refer to is perhaps the most important of all we have to deal with, and that is the shortage of wagons. At the present moment there is one bitter cry going up from all over India for wagons to carry the produce of the country. Only a few months

ago we heard of the Karachi shippers being unable to get their wheat down on account of an insufficient supply of wagons, the result being heavy losses on account of demurrage, etc. Now we hear of stations filled with cotton and no wagons to take it away; thousands of tons of manganese lying at the stations in the Central Provinces waiting for wagons which do not come. Indeed it is not necessary to refer to any particular trade, as all are suffering alike, and it is difficult to estimate the loss this inability on the part of the railways to supply wagons means to firms and merchants, but it must be very large. The Burrakpur Coal Company, in a letter addressed to Government on the subject estimates its loss during the past ten years from this cause to be over £50,000, and this is only one Company! That it should fall on the mercantile community is particularly hard when it is remembered they have for a long time foreseen the necessity for increasing the supply of wagons and have urged Government repeatedly for many years past to make proper provision for the increasing trade, but so far with no success. Government insist on keeping the carrying trade of the country in their own hands; they will not even allow firms or companies to supply their own wagons as is done in England, and I consider they have utterly failed to realise the rapidity with which the trade of the country is developing, and are therefore responsible for the serious inconveniences and heavy losses which the mercantile community are now undergoing through this want of foresight in not keeping pace with the requirements. It has been said that the responsibility for the present position lies with the Railway Companies and not with Government, inasmuch as they did not foresee the expansion of traffic and consequently have not been indenting for the proper supply of wagons during the past few years. As far as I can ascertain, this is not in every case correct, for I understand on one of the Railways in which the trade of Bombay is interested, not only have the requirements of the Railway been reduced by Government, but the sanction so given has been accompanied by restrictions which have contributed to the present failure in meeting the expansion of traffic. It has also been stated, I believe, by the East India Railway authorities that these difficulties arise from the unusual demands on account of two great trades, coal and grain, coming at the same time, and that if the supply of wagons was equal to the present demand, it

would mean locking up 40,000 wagons for 9 months in the year. I cannot believe this to be the case as both the coal trade and the manganese trade are not affected by seasons, but are much the same all the year round. Even, however, if it is correct, I think it is the duty of Government to supply a sufficient quantity of wagons to meet the exigencies of trade in the busy sesason. The question of seasons is one which applies to railways in all countries carrying produce, and I take it that in Canada, for instance, if the supply of wagons is sufficient to deal efficiently with the crops, there must be a good many wagons lying idle for several months in the year.

As you will have seen from the Report both the Bengal Chamber and our own Chamber addressed the Railway Board again last year on this subject and received a promise that the Board would meet the future development of trade. So far they have not met the existing requirements, so it is cold comfort to be told that our future requirements will be provided for. As I said last year, it is only fair, when the profits made out of Railways are increasing so rapidly, that the traders should have a share in them either by way of reduced rates or increased facilities. As long as Government devote those profits to providing better facilities and especially an adequate supply of rolling stock to carry the traffic offering, there is no need to agitate for a reduction of rates, but there is every reason to agitate and keep on agitating for a proper supply of rolling stock until it is provided, as the present condition of things is seriously retarding the development of the country's resources.

AGRICULTURE.

I pass on now to Agriculture. As you will have seen from the Report, your Chamber, in conjunction with the Millowners' Association and the Cotton Trade Association, addressed a joint letter to Government on the matter of cotton cultivation, advocating that a small advisory Committee should be formed from the three bodies which should be recognised by Government and keep in touch with the Agricultural Department with the view of improving the cultivation. The Bombay Government's reply to this communication was most sympathetic and stated that Government would gladly recognise the proposed Committee as an authoritative advisory body. In accordance with this reply an advisory

Committee has been formed, and will be in touch with the Director-General of Agriculture, and I have every hope that much good will result from it. This is the first time the three bodies have acted jointly in this manner, and it is very gratifying that the Bombay Government should have met the joint representation in the sympathetic way in which it has done. I should like, while on this subject of Agriculture, to refer to the irrigation schemes which have at last been started in the Deccan. I understand that the schemes now recommended, *viz.*, the Gokak Canal, the Godavari Project and the Nira Right Bank Canal, entail an expenditure of over 8 crores or about 45 lakhs of rupees a year for 19 years. Their effect will be to bring under cultivation about two million acres and practically prevent famine in those districts which have suffered so often and so severely. The schemes are magnificent, and I trust nothing will be allowed to interfere with the progress of the works when once commenced. It may be said that Government cannot afford to allot sufficient funds to complete these works at the suggested rate of progress; but if they would only allow private enterprise to take the share in railway construction, which it is willing to do, there would be so much the more money available for these irrigation projects, whose early construction is so essential for the country's welfare in every respect. In referring to this matter at the Council Meeting last August, the Hon. Mr. Muir Mackenzie said: "The Council will be justified in hoping that large continuous expenditure will be incurred during the next 20 years which will tend to bring wealth to the unfortunate Deccani and protect him largely from the vicissitudes of famine." Let us trust that these hopes will be realised and that the entire schemes will be completed within the next 20 years.

Shortage of Water.

There are two matters I should like to refer to which concern our Municipality, and the first is the insufficiency of the water supply in Bombay. As will be seen from the Report, your Committee addressed Government on the subject in June last at the request of the Cotton Trade Association, but have received no reply, nor do we know whether Government have addressed the Municipality on the subject. I understand the matter has been and is being considered by a Committee of the Municipality, and I am told that there

are difficulties which I do not understand. One of the first things I learnt when I started my mercantile life was that business was, and always would be, beset with difficulties, and that the pleasure of business was overcoming difficulties! Of course, there must be difficulties to be faced by the Municipality on this water question, but as the following facts are not to be questioned, it should surely be the duty of the Municipality to overcome what difficulties there are in the way :—

1. That there is never a proper supply of water when a fire occurs, and that consequently the Fire Insurance Companies have raised their rates very considerably and so put an additional tax on trade and individuals.

2. That the residential flats on the Apollo Reclamation and elsewhere are very badly supplied with water owing to the want of sufficient pressure.

3. That Bombay is extending daily and therefore the position must grow worse unless something is done.

4. That the present rate of 10 annas per 1,000 gallons charged for industrial purposes is a heavy tax on the mills and much above the rate charged to mills in England.

5. That the only real remedy is the duplicating of the Tansa Main, and that, as it will take at least 3 years and probably longer to carry out the work after the Municipality have come to a decision, the sooner that decision is come to the better it will be for our city and its inhabitants.

I do not think I have overstated the position, and I can only trust that something will be done before we meet again.

Town Duty on Sugar.

As stated in the Report, under the present system the Municipality insist that the marks on all bags should correspond exactly with those entered on the import manifest and also refuse to grant refund on sugar which has been imported more than six months. We have explained by letter and at an interview with the Municipal Commissioner that by such procedure great delay is caused in the

Docks, and have asked that the refunds should be granted on the quality marks only, and that the limit of six months should be removed. Seeing that the town duty is paid per bag without reference to quality, it is difficult to understand why our request should not have at once been complied with, seeing what a great facility it would have been to the trade in getting sugar cleared from the Dock, but instead of this it was suggested that shippers should put another mark on the bags, which would make things worse than ever. Our letter of the 25th October has not yet been replied to, and I would ask our representatives in the Municipality to watch our interests to this matter and do what they can to get the Municipality to accede to our request which has been made in the interests of trade.

Customs.

As will be seen from the Report, we have had a good deal of correspondence with the Collector during the year on various matters connected with Customs administration, and I should like to express my appreciation of the way in which Mr. Cadell, the Collector, has met all the suggestions and representations which we have put before him from time to time.

Port Trust.

With reference to the work of the Port Trust, I am glad to be able to inform you that owing to the steady increase of trade, the surplus of receipts over expenditure have increased very considerably, and they are estimated to amount to nearly 11 lakhs in the coming year. Out of this the Trustees have decided, subject to the sanction of Government, to pay a rebate of 20 per cent. for the year 1907-08 on the wharfage fees, port dues and water supplied to the shipping, and a rebate of 10 per cent. on the pilotage. This means a return to the trade of practically 8 lakhs of rupees, and I think it is a matter of congratulation to the mercantile public that the Port Trust revenues are in such a satisfactory condition as to enable this reduction to be made. (Applause.)

Gold Standard Reserve.

There is one other matter to which I just wish to refer and that is the question of the Gold Standard Reserve. The letter addressed

by your Committee to Government on this subject was published a short time back, so I need not say much now except to express the hope that Government will accede to our proposal and build up a metallic reserve. As stated in our letter, the object of such a reserve is to be a safeguard in serious emergencies. Should such an emergency arise through, say, a European war or other International complications, then a metallic reserve would be a source of strength both to India and England, while a reserve invested in British securities would be a source of weakness and probably unrealisable even at a heavy discount. The amount already invested in securities amounts to 12 millions, and I certainly think this should be the limit and that future investments should be held in Gold.

Free Trade.

The subject of free trade has not come before us during the past year except with regard to the discussion at the Associated Chambers of Commerce in London in which Mr. C. H. Armstrong, representing our Chamber, took part. With the opinions expressed by him I am in full accord, but I do not think it necessary to go into this matter now, as the case for protection certainly seems to have broken down for the present. I should, however, like to say one thing, which is that, without going closely into the respective merits of free trade or protection, it certainly would seem that the adoption of free trade throughout the world must mean cheap living and consequently cheap production, while the adoption of protection would, on the contrary, mean an artificially high cost of living and increased cost of production—a condition particularly undesirable for India. Looked at broadly, therefore, I do not think anybody would deny that free trade must be the better of the two for the world if adopted generally, and the only reason I have heard alleged for going back to protection is because other countries, finding we had got most of their trade, adopted protection in order to get back some of it for themselves and to prevent our absorbing it all. If, however, we believe that the adoption of free trade is for the real good of the world, it seems to me to be a very retrograde step to go back to protection simply because others have adopted it, and I trust and believe we shall never do so.

Commercial Morality.

This question of free trade *versus* protection, which has really been brought up again through foreign competition, suggests another matter and one which perhaps at present lies closer to us just now than free trade or protection—it is the question of commercial morality. There is no doubt in my mind that the standard of commercial morality is not as high as it was some years ago, and as far as I can ascertain, the cause of this is the excessive competition which now exists and the difficulty firms find in getting the business they used to get. In order to do so means are resorted to which are certainly not right and which even many of those who practise them admit are wrong, but justify themselves by stating that they do so because other people do it, and that unless they do the same they will lose business. This, however, gentlemen, I think you will agree with me, is absolutely wrong, and, if persisted in, must certainly bring down the standard of commercial morality. You may perhaps think that this is not a subject to be touched upon at a meeting such as this, but our Chamber of Commerce was established to promote and protect the general mercantile interests of this Presidency, and anything that tends to lower the standard of commercial morality must be combated and can best be so by openly admitting that the evil exists and doing what we can to stop it. That what I say is true, and that this evil not only exists but is increasing, you know as well as I do, and I would therefore appeal to all members of this Chamber to do everything in their power to maintain a high standard of commercial morality in this city and, however keen competition may be, to allow no means that are otherwise than open and honest.

In conclusion may I be permitted to offer one word of advice as to the policy of this Chamber. If we want it to be a real influence in the land and to carry out the objects for which it was constituted, *viz.*, the promotion of the general mercantile interests of this Presidency, do not let us take a narrow and limited view of things and only devote our attention to matters which concern our members, but let us be ready to help forward any movement or object which is for the benefit of trade of any description. I mention this because it has appeared to me that there has been a growing tendency of late years to limit our work to what concerns our

members only, or, in other words, to regard our Chamber as a co-operative society for the benefit of members. This to my mind is quite wrong, and if this Chamber is to be the influence which it should rightly be, its policy must be a liberal one based on the general advancement of all mercantile interests in this Presidency and ready, at all times, to voice public opinion on any matter which concerns the general welfare of this country and its people. (Applause.) THE CHAIRMAN THEN MOVED **"That the Report of the Committee of the Bombay Chamber of Commerce for the Year 1906 be adopted and confirmed."**

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INDIAN WEIGHTS AND MEASURES.

Mr. J. N. Metaxa, in seconding the adoption of the report, said:—During the year that has just elapsed, your Committee, among other questions, studied that of the lack of uniformity of the weights and measures in India. It was even proposed to us, by a friendly commercial body, that in order to avoid this very considerable lack of uniformity we should endeavour to introduce into India the English system of weights and measures as a remedy to our pains. That the Indian system, if system there is, lacks very considerably in uniformity, there can be no doubt. In fact studying the question, one is led to think that those responsible in the past ages for the Indian weights and measures, took a malicious pleasure in driving future generations crazy by obliging them to struggle through that quagmire of confusion, and throwing them helpless without a guiding thread in that dark and dreadful labyrinth —the weights and measures of India. The only explanation of this total absence of method is, in my opinion, to be found in the prevalent conditions under which this King of Nature, who is called man, lived his prehistoric life, when he was not the King of Nature and when he was surrounded by countless enemies and was living like beasts do in caves, when there were no roads and no communications and the man living a few miles away was a deadly enemy, who could not with safety be asked to come over and discuss what weights and measures should be adopted by the different tribes. In fact, as a contemporary says, the system of the day is nothing less than a survival of the time when men measured things around them with their elbows and their thumbs.

This is is why, if you take the maund for instance, in a single district of India, let us say Cawnpore, you will find there are as many different maunds as there are perhaps articles to weigh! For flour the maund weighs 41½ seers, for sago 40, for cardamoms and cloves 46, for turmeric and betelnuts 48½, for almonds and raisins 52, for hides 41½, for castor and other oilseeds 41¼, to ordinary buyers (41½ to Bhattias), and so on *ad infinitum*. Do not be afraid, gentlemen, I will not continue: Now if we consider this same maund, not according to articles in a single district, but according to districts we find that the confusion is still worse. The maund of sugar, for instance, weighs 48½ seers in Cawnpore, 40 in Muthra 72½ in Gorakhpore, 40 in Agra, 50 in Moradabad, 43¼ in Saharanpore, 50 in Bareilly, 46 in Fyzabad, 48½ in Shahjehanpur, 51 in Goshangunge. Taking article by article and district by district, I could continue for hours and note that my figures are taken from a patient and intelligent computation of the Upper India Chamber of Commerce and their work is only for Upper India, but it is believed that diversity of weights and measures is even greater in Southern than in Northern India, and what about other parts of India, what about Burmah? Well, gentlemen, in order to obviate this awful lack of system, in order to free ourselves from this despairing chaos, where all human intelligence is bound to founder, I already told you how it had been proposed to us to replace the Indian by the English weights and measures. This, I am afraid, would be falling from Scylla into Charybdis, or to put it in a more familiar way, jumping from the frying pan into the fire.

English System not Better.

The English system of weights and measures is not better, and I am not sure that it is not worse than the Indian one, and it is astounding how a practical people like the English have submitted for so long to such an anomalous and complex system. How many of us, I wonder, could tell the exact value of all the English weights and measures without consulting a dictionary or the invaluable and ever handy Whitaker's Almanack? We have in England, the chemists who weigh in grains, scruples, drachms, ounces and pounds. We have troy weight for precious metal and avoirdupois weight used in commercial transactions. We speak of hundredweights, quarters and pounds, but a hundredweight is not what an unsophisticated mind would suppose it to be,

as it does not weigh one hundred but 112 pounds. When we speak of a stone of weight we generally take it to be 14 pounds, but a stone of glass weighs 5 lbs., a stone of cheese 16 and a stone of meat 8lbs. A stone of flax has 16½ lbs. only in Belfast, whereas it has 24lbs. in every other part of England. If you buy hemp you get 32lbs. to the stone, and if you want to buy wool? Ah then 7lbs. of wool are 1 clove, 2 cloves 1 stone, 2 stones wool are 1 tod, 6½ tods one wey, 2 weys 1 sack and 12 sacks 1 last or 39 cwts, which in pounds gives 4368! A very simple matter as you see. But even the weights for wool are child's play compared to grain. Arnold Foster found out, after a lot of work, that for grain there are 200 different weights actually in use in England. If you try to buy a bushel of corn in Sunderland you get 46lbs. to the bushel, in Shropshire 75 and in Cornwall 240lbs. Coal and coke will be bought and sold under different weights, so will straw and hay. If you are inquisitive you can even buy butter by the yard or inch in Devonshre or Cambridge. Everybody knows what a pint is, but does everybody know what a gill is? and even if they do one person will say it is ½ a pint and another a ¼ pint, and both will be right, as a gill in London is ½ and in Sheffield a ¼ pint. A barrel of sugar differs widely from a barrel of raisins or of butter or of soap or of gunpowder. A hogshead of wine has 63 gallons, but that of beer has 54! and speaking of beer we have specially for it the firkin, the kilderkin, the barrel, the puncheon and the butt; and for wine the tierce and the puncheon. Besides these for wine you have the pipe which is of 115 gallons for port wine, 92 for Madeira and 93 for Marsala. If you are told the next village is so many miles off, take care where you are: In England proper, in Scotland or in Ireland, as the mile is different in each of them. Even a dozen is not always a dozen in England, as there is also the long dozen or baker's dozen, which consists of 13 pieces. A score, you will tell me is 20 pieces; I say not always as a long score has 21 pieces! There is even a long hundred composed of 6 score, in opposition to the ordinary hundred, which for once in a way is actually one hundred.

And this is not the end; for long could I go on exposing the anomalies of the endless chaos of the English weights and measures.

We must get out of it, gentlemen; Englishmen must put their shoulders to the wheel and get out of the chaos; and if we would

only make up our minds, it requires a very small effort to free ourselves from this obsolete relic of the past ages.

The Remedy.

The remedy is easy and all ready for us to adopt, and this is the metrical or metrical decimal system. It was not found all ready either, and is the result of centuries of thought, and the countries which finally adopted it were not better off, as regards weights and measures than England or India are to-day. It was felt long ago how unpractical the old systems were, and as early as the 17th century new systems were proposed nearly at the same time by learned men in England, France and Holland. It is a priest, l'abbe Gabriel Mouton, who in 1670 first proposed to take as a rational standard of length the minute of one degree of the meridian. Curiously enough, it is the son of a clergyman, the English Sir Christopher Wren, who first foresaw the greatness of the proposition of the French thinker. Although Newton speaks very highly of him as a mathematician, Sir Christopher Wren is better known as the great architect of St. Paul's, the Royal Exchange, Buckingham Palace, Marlborough House, etc., but he also deserves posterity's thanks for having together with Picard, Huyghens, and la Condamine proposed to take as basis of the new system, the length of the pendulum of seconds (39 inches). What the above thinkers indicated as a great and beneficial change, the people tried to realize and several provinces expressed the wish that measures and weights should be uniform throughout France. In 1790 Talleyrand persuaded the Assemblee Constituante to adopt a bill of unification; in consequence of this the committee of the Academy of Sciences decided to base the new system on the meter which is the forty millionth part of the meridian. The metrical system as it exists to-day became law in France on the 2nd November, 1801, and it is to-day compulsory in Argentina, Austria, Belgium, Brazil, Bulgaria, Chili, Columbia, Denmark, Equator, France, Germany, Greece, Holland, Hungary, Italy, Mexico, Norway, Peru, Portugal, Roumaria, Servia, Sweden, Switzerland, Spain and Venezuela. It is by its wonderful simplicity, gentlemen, that it commends itself and that it has peacefully conquered the world, and because a commonsense man or even child can master it in a couple of hours. I said before that the whole system is based on the meter and all other measures

are derived from it. The unit of capacity for instance is the litre or cube of the tenth part of the meter; the unit of weight is the kilogram, which is the weight of a litre of water. For surfaces we have the hectare which is equal to 10,000 square meters. All the subdivisions above or below of these units are 10, a 100, a 1,000 times smaller or larger; you can understand from this how easy any kind of calculations are rendered. You have often heard, gentlemen, of the reports of the British Consuls, who complain that business in foreign countries often passes by the English merchant, because the foreigners cannot easily understand English money and English weights and measures. Therefore what a great benefit it would be to the English merchant and man of business if the confusion of the existing weights and measures is relegated to back ages where it actually belongs, and a simple and scientific system like the decimal metrical system takes its place. What a boon, too, the adoption of this system would be to the English school-boy, who tortures his brain and loses long hours in school to try and get an inkling into the mysteries of the existing system of weights and measures. If England and her immense empire did adopt the decimal system, not only would the business of the mother country with her colonies and with foreign countries be marvellously fostered and rendered more easy, but the few remaining nations would very likely follow England's example. Thus the whole world would use one common system of weights and measures and this would, I am sure, help the different nations to know each other better and draw closer to one another for the greater benefit of humanity.

I have also been asked to add a few words to say how sad the Bombay commercial community feel in having to work this year two days more than last year. As you are aware in previous years we had 24 holidays. For this year the Committee on Public Holidays recommended to Government the omission of Mohurrum, because it fell on a Sunday, and also that of Khordadsal. Instead of these the Committee asked for a third day for Divali and for Whit-Monday. This last holiday was strongly recommended by the Committee as it is a non-business day throughout the world and no commercial telegrams can be sent from here on that day, owing to the markets being closed. Government agreed to the omissions the Committee proposed, but would not hear of the

additions suggested with the result that we will have this year 22 instead of 24 holidays. We hope that Government will see their way to at least agree to Whit-Monday being declared a Public Holiday in future.

Mr. C. H. Armstrong, in supporting the proposal, said: After the very interesting speeches we have just heard I do not think I need say much to you on the report we are now considering. It is full, as usual, of much interesting matter, and I feel that our very best thanks are due to the Chairman who has had to carefully study and minute on all the different questions, and to the members of the Committee and of the Sub-Committees who have helped him with much valuable advice. As regards our membership I am very glad to hear that we have again had a record year. This rapid increase in our numbers is most gratifying, and now that we have over 100 members, I hope the time is not far distant when this Chamber will have a building of its own—as they have in Calcutta—a hall or large room for General and Committee Meetings, with ample office and news room accommodation. I have in my mind—although I do not think it would be wise to give details at present as the land is not vacant—an excellent and very central sight for such a building, and I hope that when the time comes to take action, members will cordially support the proposal. With our large and rapidly increasing membership and with a reserve fund of over Rs. 90,000 I think we should be quite justified in taking such a step.

I understand that during the past year the Committee have been further considering the question of the abolition of octroi or town duties in up-country and coast towns, a subject to which I referred a year ago, my argument being that as trade contributes so very largely now-a-days to the railway and general revenues of the country, it should not also be looked upon as the mainstay of many Municipalities. I hope this subject will be taken up and thoroughly discussed at the next meeting of the Indian and Ceylon Chambers of Commerce. The position, however, of Bombay in this matter is extraordinary. In Calcutta there are no town duties, in Madras none excepting on timber, and yet a wealthy city like Bombay cannot apparently be financed without a handsome yearly contribution—about 12 lakhs I believe from trade—which already does

so much for the City. The Commissioner, who would grapple with this question, re-arrange the City's finances and abolish these duties, would earn the thanks of practically the whole community, and the time is opportune for such a step.

A matter which I think the new Committee ought to take up is the extension of the electric tram service along the Reay Road to the Kala Chauki. As you know, the service now extends to the end of the Frere Road only, but as the large reclamation at Mazagon has been completed and as work at the new bulk oil installation at Sewree has commenced, it is high time this part of the town was connected by a tram service with the Fort. In a letter which this Chamber sent in to Government about 2 years ago on the subject of "Local Communications," it was pointed out that an absolutely straight run without hindrance of any kind would be necessary to the new Cotton Green, Grain Godowns and general trade depôt at Mazagon, and that if this was not provided trade would be seriously inconvenienced. I regret to say nothing has as yet been done, and I therefore think it is high time we urged on the Municipality the opening up of that unsatisfactory area around Lawrence DeLima Street to the north of Wari Bunder. The bridging of the railway crossing at Wari Bunder is, I think, a necessity. I know the point is contentious, but I am sure that the trade which this Chamber represents will never be satisfied if hereafter when the new depôt at Mazagon has become a very important and busy part of the town, we are blocked on our way thither even by one level-crossing.

Congress of Chambers of Commerce.

The Chairman has alluded to the recent Congress of Chambers of Commerce of the Empire which was held in London last July, and at which I had the honour of representing this Chamber. The meeting was very interesting and instructive. A proposal in favour of fiscal reform and colonial preference was very hotly debated and was carried eventually by the votes of the Colonial Chambers. I am glad to think, however, that at a meeting held in Bristol a few weeks later of the Associated Chambers of Commerce of the United Kingdom, a resolution of a very different kind was passed. I refer to this meeting of Chambers of the Empire to urge upon

this and other Indian Chambers the advisability of always being represented at these triennial Conferences. Questions of great importance are brought up for discussion and on many of them it is most necessary that the Indian view should be stated. Where the next Congress will be held I cannot say at present. Cordial invitations have been sent in from Canada, South Africa and Australasia, but although I can realise a great advantage to a Colony from a visit of leading commercial men from the United Kingdom, I am strongly of opinion that for the Empire as a whole London is the best place for these meetings, and I believe that this view is held by the other Indian Delegates to the last Congress.

Incidentally I would refer to a motion which was brought forward at the Congress somewhat to the effect that Government should take steps by legislation to stop operations in "futures," but when I read, as I did the other day, a remark made by Mr. Langdon—the Chairman of the Manchester Chamber of Commerce—at a banquet given in Liverpool to celebrate the opening of the new Cotton Exchange, that without a "future" market in Liverpool, Lancashire would not have been able to exist, one can realise, after what has taken place on the Continent, how undesirable it is that such a resolution should have been passed, and I am glad to say the Congress recognised this and threw the motion out.

Before I sit down I would refer for one moment to the generous hospitality shown to the Indian and Colonial Delegates by the Bristol Chamber of Commerce. As you will know, gentlemen, Bristol is an ancient city that has had its ups and downs. It is also, I regret to say, a highly protectionist city, but there are many energetic men in Bristol and the credit of the town has been fully pledged on a fine new dock, which is now nearing completion at Avonmouth, a few miles from the city. Bristol merchants are anxious to obtain a much larger share of the foreign trade of the United Kingdom, and I hope that when their new dock is completed, their trade with India and Bombay in particular will largely increase.

The announcement the Chairman has just made that in the next financial year the Port Trustees intend to make refunds on charges equivalent to about 8 lakhs of rupees, is most satisfactory, as a

reduction of this amount must be of the greatest benefit to our trade and shipping. Our very best thanks are due to Sir Walter Hughes and his staff for their exceedingly able management of the affairs of the Port.

For again electing me Chairman of your Chamber I beg to thank you, and I trust that a year hence with the help of the Deputy Chairman and of the Committee you will now be asked to elect we shall be able to put before you a good record of our work. I have much pleasure therefore in supporting the resolution.

Mr. Jivandas Pitamber, referring to the Income Tax, expressed the opinion that the natives were averse to it, and that the time had arrived when it could be done away with.

COTTON ADULTERATION.

Mr. Purshotumdas Thakurdas said: I have great pleasure in supporting the adoption of the report and in commending it to your approval and acceptance. The report tells us how exhaustively, as far as circumstances permitted, questions bearing on every branch of commerce of this city referred to the Committee, have been dealt with. The hackneyed questions of registration of partnership, making railway receipts negotiable instruments, income tax assessment, deficient water supply in Bombay and uniform weights and measures for India, have not been neglected in spite of the wearisome course they are undergoing, and every one of these questions has received an additional word for it from our Committee during the year under report. Although these questions are not easy of a prompt solution, satisfactory to all parties concerned, their bearing on the commerce of India is very important, and hence a careful watch at every step in the consideration of each is absolutely necessary. The happy idea of our retiring Chairman, the Hon'ble Mr. Procter, of forming sub-committees of members peculiarly well adapted to give an opinion by their intimate knowledge of special branches of our commerce, is a very welcome one in view of the increasing demand on the time of the general committee. These sub-committees would help the general committee very considerably by joining additional efficiency to their assistance. The publication of an index to this Chamber's annual reports from 1836 to 1905, and the manner in which inquirers are reported to have been afforded easy and fullest references, bespeak a laborious task. Such

an index is bound to make our reports attractive, and no better idea could have been possible of utilizing most easily the very valuable and interesting information that would otherwise have remained buried in these precious volumes, or, at best, could have been commanded by only a few veterans of this Chamber. We note with much gratification the cordial terms in which Government have promised to attend to representations on questions relating to growing better stapled cotton, and prohibitive measures against cotton adulteration, and consequent deterioration from the original staple. The Committee formed by the Millowners' Association, during the year under report, to address Government on these points invited representatives from this Chamber and the Bombay Cotton Trade Association to join them in their deliberations. It is to be regretted that the Bombay Cotton Exchange, as representing the local cotton merchants, was not approached in the matter. I am sure the opinion of such an important section of local cotton trade would have been useful, and I submit it should have been deemed necessary in order to fully represent the voice of persons interested in Bombay's cotton trade.

The question of prohibitive measures against cotton adulteration and wilful deterioration of our natural staples is a very serious one, and all the attention that can be given to it would never be too much for its importance. It affects the local weaver and spinner most, but cannot afford to be neglected by the merchant and the exporter either. That the Government will take an interest in any representations on this question is as it should be, for they must be aware that it is easier and wiser to adopt prohibitive measures before it is too late rather than adopt costlier measures to grow exotic staple which try patience and money before showing appreciable results. It is said that a penny saved is a penny gained, and if India's natural staples can be preserved from deterioration, it would be doing more than can be done by growing so much staple anew.

I would be the last person to hint that Government are unaware of the importance of preserving what India commands in her natural growths of long-stapled cotton. At the same time, I think, that the necessity for checking deterioration is so pressing that it is high time to take up the matter seriously. With the co-operation of respectable merchants who can know much more of the ways and

tricks of the middlemen than spinners or exporters, the advisory committee can suggest to Government measures embodying some piece of legislation causing least inconvenience and hardship to honest trade, while discouraging any malpractice at mixing different growths or temptation at wilful deterioration. The trade must be prepared to sacrifice some convenience and freedom.

The report was then adopted.

Thanking the Committee.

Mr. S. M. Moses said :—We have met once more to receive the Report of the Committee of this Chamber for the past year. The report discloses a vast amount of solid work performed by the retiring Committee on various important subjects of Commerce, Finance, Agriculture and those pertaining to local industries. For all these laudable works, upon which the retiring Committee have bestowed a good deal of their valuable time, I beg to offer them, on behalf of the members of this Chamber, our heartfelt thanks. But before putting this vote formally for your acceptance, I may be allowed to make a few observations on some subjects of commercial interest that have transpired during the year under review.

Mills and the China Trade.

I am sorry I cannot depict such a glowing account of our Mill industry as I had the pleasure of doing last year. Owing to large accumulation of stocks, the sudden rise in exchange, dollar prices, for Yarn were declining. All sorts of devices were resorted to, such as stopping sales for a month, then extending it for a period of two months, etc., but like the Typhoon, a panic of unprecedented severity passed over Hongkong, which caused a wholesale failure amongst the Native dealers. A large quantity of yarn which was sold to Chinese at high prices reverted to the hands of the importers, and for a time the Hongkong market was in a state of chaos without compradore, traders, or credit. The rise in silver under ordinary circumstances was generally considered a blessing, but in this instance it proved the reverse. As exchange went up rapidly, so prices declined about $20 per bale; a loss on such a large stock was more than Chinamen could bear. They one and all availed themselves of the benefits of the Bankruptcy Act. It is, however,

earnestly hoped, that with the opening of the new ports at Newchwang and Manchuria, the large stock of yarn now hoarded up in the godowns at Hongkong will be worked off, and a better state of affairs may prevail. So far however, the off-take of yarn after the Chinese New Year has been disappointing. Although Newchwang was opened for foreign trade since 15th January, yet twist could only be shipped to Taiiwan Bay and thence railed to Newchwang. This system of transmission is both cumbersome and costly. We cannot therefore look for any appreciable diminution of stocks until the Northern rivers are free from ice and steamers begin to sail for Tientsin and Newchwang. It remains to be seen whether the Japanese or European merchants will reap the greatest benefit by the opening of Manchuria.

It would be interesting to find out the cause that has brought such a panic in Hongkong. It is attributable on the one hand to the rise in exchange, and on the other to the great facilities afforded to the Chinese by importers, giving them practically unlimited time to clear the goods, which encouraged over-trading, thus bringing ruin on themselves, and completely disorganising the trade. It is however, to be hoped, that the shippers, taking lessons from the recent experience, will take energetic measures by combining to curtail these facilities and to compel the Chinese to take delivery of the goods within 2 or 3 months at the most. To my mind this is the only solution of the difficulty; it would place our yarn trade with the Far East upon a more satisfactory footing. It is therefore apparent, that the remedy lies with the merchants, and this opportunity should not be missed. In Shanghai, yarn business was principally conducted on rupee basis; therefore the rise of exchange did not affect the Chinese much. As for the Mills' share in this calamity, rates for yarn here have declined materially, whilst the prices of raw material have been maintained; the margin of profits is therefore much reduced. They are however still making fair profits, and will be in a position to declare moderate dividends.

Money Market.

The Money market had been very stringent during the past few months, and the Presidency Bank rate of discount on Government Paper stood at 9 per cent. since the 6th December. This is owing

to large crops and high prices ruling for jute and rice at Calcutta for which a large capital is required to finance. It is difficult to surmise the effects that would have taken place on the trade of India had not the Secretary of State for India sold Council Bills freely to the extent of 1 to 1¼ crores of rupees a week. I observe that he has already sold about ten millions sterling on account of the Budget of 1907-08. It would be interesting to note, what will be the effect upon Indian Finance if in a short time the full amount that is to be budgetted for, was sold before the Budget appears. Silver has been kept up in the neighbourhood of 32*d*. per ounce owing to the continued purchases by the Indian Government, and demand prevailing for China, prices seem likely to be maintained for some time.

With these remarks, I beg to propose **that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.** (Applause).

Mr. L. B. Ker seconded the proposition, which was carried.

THE GOVERNOR'S SPEECH.

Private Enterprise.

His Excellency, in addressing the Chamber, said :—It is with great diffidence that I say anything at all, because so many points of interest have been raised in the course of the afternoon which provide an amount of material for useful discussion. I should like to congratulate Mr. Procter for his able and interesting address, and also to associate myself with those gentlemen who alluded to the relaxation of some eight lakhs off the trade of the Port of Bombay. I am sure that the Trustees of the Port of Bombay and Sir Walter Hughes are to be warmly congratulated on the success which has attended their work and which has enabled them to make this large return for the benefit of the trade of the Port. I was much struck by the fact that no Governor has been here since 1889 when Lord Reay addressed this Chamber: I can only imagine they have never been invited, because had they been asked, I am sure they would have come. Therefore I cannot assume any great credit to myself for now being present. I am sure any Governor would be pleased to come. There is, I think, a tendency on the part of the Chambers

of Commerce to stand aloof from the Government of Bombay, to pass by and go direct to the Government of India. I have made mention of this once or twice to prominent members of the Chamber, and on one occasion this tendency had an unfortunate result. I am pleased to think that the action of Government in connection with the Advisory Committee meets with your approval, and I trust it will have some beneficial result. One question I was interested in, was that of railways and private enterprise. In the first place I must say that, as Governor of Bombay, I am not entitled to deal with this question in its larger aspect. Railway policy is laid down directly by the Government of India, and I should be overstepping my privilege if I were to make any serious pronouncement in this room. Therefore, in anything I may have to say, I am only speaking in my private capacity and not as Governor of Bombay. I think, in defence of the Government of India, it may be urged that their action is due to excessive caution and they are in terror, lest they should make a mistake. The Chamber does not think they are going fast enough, but I may say that for three years I have been struggling for an overbridge on the Queen's Road, and goodness knows where the matter has got to now. Three years! and not a single stone laid or any decision come to. At Barsi, too, only recently I was told that it took ten years to consider whether they should build a light railway. My experience is that provoking delays seem to be quite necessary here. Personally I am one of those who would let private enterprise have full sway. I entirely approve of private enterprise as against Government enterprise. That is distinctly my own personal opinion. I am convinced that if the country is to progress commercially, you must allow private enterprise a great scope. I was also interested in the remarks about Free Trade. I do not think Trust would survive in a country where Free Trade was the principle. It is an interesting topic to me, Free Trade and Protection, but this is hardly the place to dwell upon it. Still, so far as the development of commerce is concerned, I can assure you that I am always in favor of private enterprise and giving it every proper encouragement. It does, however, seem to me that gentlemen engaged in commerce occasionally find themselves hindered in their operations, and at once apply to Government for assistance. Once you do that, you introduce Government control and you lessen your own power of development according to your own views and

methods. When I listened to Mr. Procter's remarks about morality it was the first time that I had heard that the commercial morality of the City was not at so high a standard as formerly. Everyone will regret this. I hope that either Mr. Procter is wrong, or that, if right, a Chamber of this character will set such a high standard that the present state will only prove to be but a passing feature in the business life of the City. (*Applause.*)

The Hon'ble Mr. H. E. E. Procter briefly responded.

OTHER RESOLUTIONS.

It was proposed by Mr. Geo. Miller, seconded by Mr. H. K. Greaves, and resolved—"That the following gentlemen be elected Members of the Committee of the Bombay Chamber of Commerce for the year 1907:—Messrs. J. Black, D. Carmichael, D. M. Inglis, W. A. M. Lattey, O. Meyer, F. T. Rickards and A. Zygouras.

On the proposition of **the Chairman,** seconded by **Mr. F. W. Bickel,** it was resolved—

"That Rule II of the Rules and Regulations of the Chamber "regarding the election of the members be amended as follows :—

"All persons engaged or interested in mercantile pursuits "desirous of joining the Chamber, and disposed to aid in "carrying into effect the objects of the same, shall be elected "to membership by ballot in the following manner :—

"(*a*) The names of the candidates with their proposers "and seconders must be submitted to the Com- "mittee, who will fix the dates for ballot.

"(*b*) The ballot to take place after seven days' notice "to all the members, stating names of candi- "dates and their proposers and seconders ; and "the ballot shall remain open at least 3 clear "days.

"(*c*) At least one-fourth of the members of the Cham- "ber must register their votes to make the "ballot valid.

"(*d*) In all voting for election to membership the pre-
"sence in the ballot of black balls in the pro-
"portion of one in six shall exclude."

It was proposed by the Chairman, seconded by Mr. Donald N. Graham, and carried—"That in the rules regarding General Disputes and Arbitrations, the following words in the last para. of Rule 1 be deleted, viz.—"The Arbitrator or Umpire appointed by the Chamber through its Committee must be a member of the Chamber."

It was proposed by the Chairman, seconded by Mr. R. G. Monteath, and resolved:—"That the institution of a Provident Fund for the benefit of the members of the Chamber's Staff be approved of and sanctioned, and that Messrs. C. H. Armstrong and Donald N. Graham be elected Trustees for the current year."

It was proposed by Mr. J. N. Metaxa, seconded by Mr. Donald N. Graham and resolved:—"That Messrs. A. F. Ferguson & Co. be re-elected Auditors of the Chamber's Accounts for the year 1907, on the remuneration hitherto paid to them."

A vote of thanks to the Chairman concluded the proceedings.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner ...	1836-37	A. J. Hunter ... Alexander Brown.	1866-87
M. T. Brownrigg	1837-38	J. Foggo ...	1867-68
H. G. Gordon ...	1838-39	Hamilton Maxwell	1868-69
J. Skinner ...	1839-40	H. E. Astley ... D. Graham ...	1869-70
T. R. Richmond	1840-41	A. D. Grant ...	1870-71
C. B. Skinner ...	1841-42	W. G. Hall ...	1871-72
S. D. Murray ...	1842-43	J. K. Bythell ...	1872-73
J. Wright ... E. Lyon ...	1843-44	H. E. Bright ... E. Lord ...	1873-74
T. Cardwell ...	1844-45	D. Watson ...	1874-75
J. Smith...	1845-46	J. A. Forbes ...	1875-76
W. Graham ...	1846-47	G. F. Henry ... Donald Graham.	1876-77
John Parsons ...	1847-48	Walter Lang ...	1877-78
A. G. Latham ...	1848-49	M. Mowat ...	1878-79
Robert Strong ...	1849-50	C. Macdonald ...	1879-80
W. S. Grey ...	1850-51	J. N. Graham ...	1880-81
John Parsons ...	1851-52	E. Comber ... W. M. Macaulay	1881-82
A. H. Campbell...	1852-53	James Thorburn .	1882-83
H. B. Gilmour ...	1853-54	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85,	1886, 1887, 1888, 1889
James Graham...	1854-55	A. F. Beaufort ...	1890°
W. F. Hunter ...	1855-56	L.R. W. Forrest,	1890°, 1891, 1892°
A. T. Binny ... H. B. Gilmour ...	1856-57	J. L. Symons ...	1892°
John Fleming ...	1857-58	R. S. Campbell ...	1893°
Robert Ryrie ...	1858-59	W. R. Macdonell,	1893°, 1894, 1895
H. D. Cartwright Henry Scott ...	1859-60	A. F. Beaufort ...	1896
Andrew Grant ... George Hamilton. George Lord ...	1860-61	A. Abercrombie	1897
James N. Fleming Michael H. Scott.	1861-62	R. H. Macaulay	1898
Robert Hannay... Alexander Brown	1862-63	A. Abercrombie	1899
Andrew Grant ...	1863-64	William Greaves,	1900, 1901, 1902°
A. C. Gumpert... Alexander Stewart	1864-65	J. M. Dick ...	1902°, 1903
A. J. Hunter ...	1865-66	C. H. Armstrong	1904, 1905
W. Christian ...	1866-67	H. E. E. Procter ...	1906
		C. H. Armstrong ...	1907

(° Part year.)

Secretaries.

R. X. Murphy ...	1836-38	H. Brooke ...	1859-64
J. E. Brenan ...	1838	James Taylor ...	1864-73
R. X. Murphy ...	1838-41	John Gordon ...	1873-84
T. J. A. Scott ...	1841-46	David Watson (Acting)	1881-82
John Connon ...	1846-57	John Marshall ...	1884-98
John Mawson ...	1857-59	Frederick Noel-Paton,	1898-1905
J. A. Crowe (Acting) ...	1858-59		

J. B. LESLIE-ROGERS, appointed 1905.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.	RESERVE.	Rs.
Total amount of Notes in circulation on the 31st December 1906	45,61,18,385	Gold Coins and Bullion in India	6,90,06,059
		,, ,, ,, ,, ,, England... ...	6,87,50,000
		Silver Coins in India	15,38,11,848
		,, Bullion under Coinage	4,68,11,087
		,, ,, in transit between India and England	58,00,500
		Securities held in India	9,99,99,946
		,, ,, ,, England	2,00,00,000
	45,61,18,385		45,81,68,385
		Deduct amount due on Bills drawn by one circle on another	20,75,000
	45,61,18,385		45,61,18,385

GOLD STANDARD RESERVE on the 31st December 1906	£ 16,028,456	Invested by Secretary of State	£ 12,488,198
		In Gold	.....
		In Silver	69,540
		Amount temporarily transferred to Treasury Balances as Book Credit	3,520,728
	16,028,456		16,028,456

COUNCIL BILLS.	£		£
Amount as per Budget to be remitted to Secretary of State during 1906-07. ...	17,800,000	Remitted from 1st April 1906 to 31st March 1907 by Council Bills	33,419,442
		Amount remitted in, say, 12 months in excess of Estimate	15,619,442
	17,800,000		17,800,000

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 1st January 1907...	Rs. 1,60,06,574
BALANCE IN THE CIVIL TREASURIES of the Government of India on the 31st December 1904	Rs. 11,29,08,000
" " " " " " 1905	" 11,23,87,000
" " " " " " 1906	" 10,40,74,000

COINAGE IN INDIA—	Official Year, 1904-05.	Official Year, 1905-06.
Whole and Small Coins (Silver)	Rs. 16,18,85,943.	Rs. 20,05,19,971

NET PROFIT ON COINAGE for the year ending 31st December 1906	£ 5,625,828

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1903	18,62,27,000
" " " " " " 31st " 1904	17,12,99,000
" " " " " " 31st " 1905	16,80,62,000
" " " " " " 31st " 1906	16,42,89,000
" " " " " " 31st " 1907	16,49,16,888

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1906.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	7,34,02,908	....	7,34,02,908	6,14,67,710	18,05,09,757	24,19,67,467
Austria Hungary ..	23,469	....	23,469	2,231	....	2,231
France	3,18,400	....	3,18,400	3,14,720	.....	3,14,720
Egypt	22,40,887	....	22,40,887	7,781	.....	7,781
Africa East	40,249	....	40,249	30,369	.. ..	30,369
Cape Colony	39,75,000	....	39,75,000	....	....	....
Mauritius	....	....	.....	3,42,500	....	3,42,500
Natal	63,50,648	.....	63,50,648	....	....	....
Aden	15,67,430	4,62,787	20,30,217	63,960	78,600	1,42,560
Arabia	47,18,816	....	47,18,816	17,34,646	23,709	17,58,355
Ceylon	81,750	....	81,750	30,61,237	3,22,153	33,83,390
China	59,41,985	....	59,41,985	63,65,237	2,17,20,607	2,80,85,844
Bahrein Islands ..	....	....	....	43,500	.....	43,500
Persia	4,515	....	4,515	24,04,704	....	24,04,704
Straits Settlements ..	88,59,910	....	88,59,910	9,885	....	9,885
Turkey in Asia ..	2,99,229	....	2,99,229	32,67,917	....	32,67,917
Australia	6,83,19,521	....	6,83,19,521	58,72,952	70,368	59,43,320
Other Countries ..	5,697	....	5,697	511	....	511
Total ..	17,61,45,414	4,62,787	17,66,08,201	8,49,79,860	20,27,25,194	28,77,05,054

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	5,39,25,920	1,50,00,000	6,89,25,920	2,13,44,396	1,45,950	2,14,90,346
Balance retained by India	..	..	10,76,82,281	..	..	26,62,14,708

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports into Bombay during the year 1906.
(From 1st January to 31st December 1906.)

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	5,65,70,359	40,42,080	.....	5,46,24,007	.....	19,849	41
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	76,205	2,66,601	3,14,719	62	2,231	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,53,93,870	1,37,21,655	.....	15,70,501	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	40,63,835	52,440	22,600	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	15,11,965	2,922	.....	.....	8,300	.....
STRAITS—							
Penang and Singapore	.....	3,75,000	.....	.....	77	.....	.....
OTHER FOREIGN PORTS	39,288	47,26,411	15,94,542	68,708	6,59,280	23,81,261	46,01,856
ALL INDIAN PORTS	1,155	3,367	.....	1,45,641	17,672	3,44,606	4,219
Total Imports from 1st January to 31st December 1906	7,20,04,672	2,44,56,683	18,64,065	6,07,87,411	7,29,531	27,78,847	46,06,116
Imported same time last year ...	6,21,00,357	4,81,92,427	24,71,612	4,39,20,791	24,74,245	35,44,618	8,71,999

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1906.
(*From 1st January to 31st December* 1906.)

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,32,03,812	.....	.....	3,84,373	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	... ..	.. ...	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	...	.....	.....	.....	.....	.....
JAPAN—							
Kobe	.....	1,87,50,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	75,000	.....	.....	.....	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	17,342	3,16,000	.....
OTHER FOREIGN PORTS	2,300	1,66,512	4,02,211	1,885	76,193	1,43,09,350	.....
ALL INDIAN PORTS...	.....	90,650	.....	7,232	.....	7,10,650	150
Total Exports from 1st January to 31st December 1906... ...	3,32,05,612	1,90,82,162	4,02,211	3,43,490	93,535	1,53,36 000	150
Exported same time last year ...	3,53,20,471	80,220	1,68,482	6,20,758	1,690	68,80,783	25,325

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American & '64 Bombay imported cotton from China.	War. In '63	1885 ...	1,139	791	70	861	392	1,253
1865 ...	...	1,065	1	1,066			1886 ...	1,480	1,009	61	1,070	391	1,461
1866 ...	...	1,187	14	1,201		42	1887 ..	1,703	1,147	40	1,187	454	1,641
1867 ...	..	1,277	5	1,282		46	1888 ...	1,472	893	58	951	500	1,451
1868 ...	...	1,030	48	1,078		47	1889 ...	1,851	1,286	46	1,332	565	1,897
1869 ...	...	1,225	56	1,281		48	1890 ...	2,235	1,488	71	1,559	636	2,195
1870 ...	...	1,115	50	1,165		49	1891 ...	2,020	1,070	107	1,177	762	1,939
1871 ...	...	967	39	1,006		50	1892 ...	1,770	905	202	1,107	728	1,885
1872 ...	1,085	1,002	48	1,050		52	1893 ..	1,788	816	169	985	724	1,709
1873 ...	1,151	1,079	34	1,113		53	1894 ...	1,769	908	159	1,067	731	1,798
1874 ...	978	917	34	951		67	1895 ...	1,540	525	143	668	815	1,483
1875 ...	1,311	1,192	25	1,217		83	1896 ...	2,151	800	346	1,146	849	1,995
1876 ...	1,345	1,285	20	1,305		135	1897 ..	1,612	603	405	1,008	703	1,711
1877 ...	1,078	980	35	1,015		147	1898 ...	1,730	424	409	833	817	1,650
1878 ...	1,141	920	38	958		161	1899 ...	2,033	578	520	1,098	951	2,049
1879 ...	961	800	46	846		204	1900 ...	988	117	444	561	745	1,306
1880 ...	832	652	64	716		181	1901 ...	1,896	620	340	960	696	1,656
1881 ...	1,171	874	34	908		220	1902 ...	2,142	525	732	1,257	987	2,244
1882 ...	1,832	1,521	87	1,608		277	1903 ...	2,454	921	349	1,270	986	2,256
1883 ...	1,770	1,335	95	1,430		313	1904 ...	2,151	1,036	423	1,459	973	2,432
1884 ..	1,759	1,295	100	1,395		348	1905 ..	2,609	384	664	1,048	1,072	2,120
						1,743	1906 ...	2,668	1,017	477	1,494	1,141	2,635

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	23,49,87,160	10,67,70,770	34,17,07,930
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ..	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ..	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,[illegible]8,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,734	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43 77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ..	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,80,44,785	20,97,36,851	96,27,81,636
1901 ...	25873	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60 829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904..	92,59,22,723	38,52,61,072	1,31,11,83 795
1905 ...	28,295	1904-1905..	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	†	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1861 ...	1587	1860-61 ...	32,97,06,050	1,11,95,490	34,09,01,540
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,31,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,67,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6236	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875	6543	1874-75 ...	56 35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4.02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33 238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ..	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58 885
1881 ...	9894	1880-81 ...	74,54,09,072	1.44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,53,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,879	3,28,66,858	1,11,46,46,731
1893 ..	18510	1892-93 ...	1,06,57,46,715	6,95,89 237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4.10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4.25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42 88,167	1,74,13,71,196
1906 ...	† ...	1905-1906..	1,61,85,53,960	15,47 00,054	1,77,32,54,014

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1900-1901 *to* 1905-1906.

—	1900-1901.	1901-1902.	1902-1903.	1903-1904.	1904-05.	1905-1906.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPORTS—						
Merchandise, Private.						
Bengal	31,86,91,468	32,82,04,478	32,82,39,948	33,64,54,439	38,61,59,986	41,87,23,429
Bombay	26,35,08,801	28,31,46,872	27,61,19,082	29,92,48,919	33,00,37,812	36,52,63,734
Sindh	4,56,41,007	6,48,96,140	5,18,79,310	5,47,56,020	7,70,34,793	8,69,55,299
Madras	6,62,40,579	7,68,27,436	7,20,36,892	7,51,47,845	8,45,36,016	7,77,49,323
British Burmah	6,86,91,833	6,21,30,450	5,94,45,899	8,26,25,707	8,90,76,809	8,17,55,358
Total ...	76,27,73,688	81,47,05,376	78,77,21,131	84,82,32,930	96,68,64,916	1,03,04,47,143
Ditto Government Stores	4,61,67,185	7,27,18,823	7,09,39,698	7,76,89,793	7,72,74,938	9,02,62,679
Total Merchandise ...	80,89,40,873	88,74,24,199	85,86,60,829	92,59,22,723	1,04,41,39,854	1,12,07,09,822
Treasure, Private.						
Bengal	5,74,92,880	5,11,69,963	5,72,93,829	9,47,69,291	10,44,48,477	6,05,52,741
Bombay	9,76,14,457	13,31,38,545	16,89,81,679	20,50,09,095	21,56,23,877	14,03,62,202
Sindh	3,30,006	9,64,932	31,41,390	43,80,854	43,41,149	96,42,037
Madras	79,71,553	1,01,71,397	2,01,31,719	1,31,80,117	35,64,892	38,09,693
British Burmah	12,21,434	10,38,959	30,08,657	20,93,264	23,01,903	8,50,522
Total ...	16,46,30,280	19,64,83,796	25,25,57,274	31,94,32,621	33,02,75,298	20,92,17,195
Ditto Government	8,11,31,538	1,22,29,556	6,25,904	6,58,28,451	6,48,06,452	10,72,97,243
Total Treasure ...	24,57,61,818	20,87,13,352	25,31,83,178	38,52,61,072	39,50,81,750	31,65,14,438
Grand Total of Imports ...	1,05,47,02,691	1,09,61,37,551	1,11,18,44,007	1,31,11,83,795	1,43,92,21,604	1,43,72,24,260
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal	22,34,637	18,10,928	18,06,758	21,08,288	25,96,347	20,01,707
Bombay	2,44,49,048	2,53,32,170	2,27,10,074	2,65,16,638	2,57,84,864	2,76,60,211

Sindh	43,10,239	43,14,933	36,65,689	32,93,611	38,02,822	38,30,979
Madras	6,36 397	8,00,583	8,92,709	8,57,861	11,94,360	13,94,980
British Burmah	4,55,173	3,44,634	2,84,874	4,79,689	3,47,702	3,91,396
Total ...	3,20,85,494	3,26,03,248	2,93,60,104	3,32,55,087	3,37,26,095	3,52,69,273
(Indian Produce and Manufactures.)						
Bengal	54,92,09,763	55 05,91,969	53,67,52,134	59,75,01 312	64,08,51,282	70,43,50,564
Bombay	24,72,38,621	35.29.25,836	36,08,97 217	46,11.99,893	41 54,45,707	45,73,65,564
Sindh	2,88,56,701	8,43 47,979	7,63,57,251	12,93,56,612	17,59,63,613	11,09,32,453
Madras	11,68,60,551	11,77,05,938	13,01,63.242	15,00,73 900	14 66,24,127	15,45,56,659
British Burmah	9,99,07,654	10,27,64,984	15,47,37,035	15,82,09,018	16,24,01,927	15,49,44,490
Total ...	1,04,20,63,290	1,20,83,36,706	1,25,89,06,879	1,49,63,40,735	1,54,12,86,656	1,58,21,49,730
Total Fgn. and Indian Merchandise exported.						
Bengal	55,14,44,400	55,24,02,897	53,85,58,892	59,96,09,600	64,34,47,629	70,63,52,271
Bombay	27,16,77,669	37,82,58,006	38,36,07.291	48 77 16,531	44,12,30,571	48,50,25,775
Sindh	3,31,66,940	8,86 62,912	8,00,22,940	13,26,49.223	17,97,66,435	11,47,53,432
Madras	11,74,96,948	11,85 06,521	13 10,55,951	15,09,31,761	14,78,18,487	15,59,51,689
British Burmah	10,03,62,827	10,31,09,618	15,50,21,909	15,86,88,707	16,27,49,629	15,53,35,886
Total ...	1,07,41,48,784	1,24,09,39,954	1,28,82,66,983	1,52,95,95,822	1,57,50,12,751	1,61,74,19,003
Ditto Government Stores	34,95,359	43,08,617	58,12,354	55,75,777	30,76,616	11,34,957
Total Merchandise ...	1,07,76,44,143	1,24,52,48,571	1,29,40,79,337	1,53,51,71,599	1,57,70,89,367	1,61,85,53,960
Treasure, Private.						
Bengal	63,74,486	54,65,355	83,61,980	40,01,690	17,70,682	30,32,162
Bombay	6,46,07.098	7,73 85,523	7,80,54,717	7,37,77,134	7,38,49,580	5,83,96,010
Sindh	7,50,452	2,66,287	4,19,639	18,17,392	10,92,734	9,81,022
Madras	25,57,715	15,01,000	10,74,000	12,81,425	30,00,360	16,60,625
British Burmah	4,54,500	7,500	1,89,772	6,16,099	52,300	4,27,750
Total ...	7,47,44,251	8,46,25,665	8,81,00,108	8,14 93,730	7,97,65,656	6,44,97,569
Ditto Government	6,75,29,395	3,00,82,938	84,76,262	6,89,45,081	8,45,22,511	9,02,02,485
Total Treasure ...	14,22,73,646	11,47,08,603	9,65,76,370	15,04,38,811	16,42,88,167	15,47,00,054
Grand Total of Exports ...	1,21,99 17,789	1,35,99,57,174	1,39,06,55,707	1,6,56,810,410	1,74,13,77,534	1,77,32,54,014

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1903-1904 *to* 1905-1906.

Articles.		Quantities.			Value.		
		1903-1904.	1904-1905.	1905-1906.	1903-1904.	1904-1905.	1905-1906.
					Rs.	Rs.	Rs.
Animals—Living	No.	7,335	8,087	4,704	28,12,695	27,77,764	20,89,480
Apparel, &c. (excluding Boots and Shoes)	value.	.....	.....	.....	66,17,128	68,14,748	72,60,255
Arms, Ammunition, &c. (excluding Dynamite and other Explosives)	„	.....	.....	.....	3,62,259	3,89,222	3,64,925
Articles imported by Post	„	.....	.....	.....	50,40,207	51,00,976	57,92,631
Building and Engineering Materials	„	.....	.....	.....	8,85,327	10,00,614	13,56,748
Cabinetware and Furniture	„	.....	.....	.....	5,39,678	4,94,258	6,82,707
Candles	lbs.	893,185	771,855	787,347	2,88,029	2,37,368	2,40,301
Clocks and Watches	No.	237,447	282,226	319,205	9,41,265	9,52,899	9,89,988
Coal, Coke, and Patent Fuel	tons.	151,885	191,255	148,311	27,90,689	33,45,115	26,56,189
Cotton—Raw	cwts.	17 888	188,744	158,839	4,76,729	62,71,278	53,18,997
Do. Twist and Yarn	lbs.	5,867,753	6,460,280	12,415,918	44,20,174	51,74,257	90,89,195
Do. Piece-Goods	yards.	552,560,214	574,252,724	639,083,283	7,78,78,797	8,95,36,417	10,08,35,451
Do. Shawls and Handkerchiefs	No.	13,179,149	10,050,390	14,151,213			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	31,76,821	47,88,978	54,49,176
Chemical Products and Preparations	„	.....	.....	.....	19,84,466	17,12,944	22,89,969
Dynamite and other Explosives	cwts.	441	586	1,076	18,682	29,872	74,288
Drugs, Medicines & Narcotics (excluding Tobacco).	value.	.....	.....	.....	29,98,904	30,28,298	29,74,875
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	9,614,956	8,270,527	9,104,176	67,03,474	55,46,086	60,08,220
„ „ Other Sorts	cwts.	8,108	6,989	11,993	8,85,350	12,18,680	11,95,523
Earthenware and Porcelain	value.	.....	.....	.....	9,74,888	10,39,716	11,17,702
Fireworks	„	.....	.....	.....	3,71,214	4,89,952	3,80,628
Glass and Glassware	„	.....	.....	.....	47,90,551	52,56,121	55,76,003
Gums and Resins (excluding Cutch and Gambier).	cwts.	102,496	85,032	98,804	13,23,565	12,86,720	13,67,195
Hardware and Cutlery	value.	.....	.....	.....	83,39,576	81,95,683	83,05,431
Hides and Skins	cwts.	16,359	19,051	23,474	10,25,194	12,48,690	14,24,273
Instruments and Apparatus	value.	.....	.....	.....	23,68,694	26,39,002	33,24,337
Ivory, Unmanufactured	lbs.	304,689	278,015	241,686	18,16,349	15,72,999	14,48,237
Do. Manufactured	value.	.....	.....	.....	2,34,288	2,30,040	2,36,612
Jewellery, Precious Stones, Pearls, &c.	„	.....	.....	.....	62,10,919	57,19,008	84,13,845
Leather, Unwrought, Saddlery, &c.	„	.....	.....	.....	14,36,078	12,65,681	18,19,029
Do. (Boots and Shoes)	pairs.	353,283	563,915	620,695	8,39,281	10,99,975	11,34,981
Liquors—Ale, Beer, and Porter	gallons.	1,314,464	1,680,149	1,986,287	14,42,892	18,09,541	20,80,091

Liquors—Spirits	...	...	...	...	...	,,	400,112	431,829	435,228	29,61,444	31,50,294	32,44,874
Do. Wines and Liqours	...	...	...	...	...	,,	111,199	111,362	107,148	9,49,950	9,28,200	9,94,785
Do. Other sorts	...	...	...	...	...	,,	1,352	1,454	1,929	4,094	3,887	5,369
Machinery and Millwork	...	...	...	...	..	value.	.....	.....	... ..	1,26,74,688	1,21,14,750	1,75,62,546
Matches, Lucifer and other	...	...	...	...	...	,,	.....	.....	.....	15,18,872	14,58,468	17,29,927
Metals—Brass	...	...	...	...	...	...	cwts.	5,147	3,629	4,784	3,03,834	2,17,574	2,86,048
Do. Copper	...	...	..	...	...	,,	105.042	89.386	62,953	58,03,861	48,79,402	39,05,158
Do. Mixed or Yellow Metal				...	...	...	,,	128,888	146.416	119,093	56,75,912	65,75,168	54,88,844
Do. Iron	...	...	...	...	...	...	,,	782.087	904,178	868,976	60,10,539	66,48,856	67,76,285
Do. Lead	...	...	...	...	...	...	,,	18,082	13,899	18,168	2,10,078	1,75,796	2,37,640
Do. Quicksilver	...	...	...	..	...	lbs.	117,458	112.976	134,064	2,05,223	1,89,425	2,08,828
Do. Steel	...	...	...	...	...	...	cwts.	1,445,854	1,406,856	2,085,198	83,42,828	75,79,460	1,18,67,232
Do. Tin	...	...	...	...	...	...	,,	9,780	7,238	5,809	9,78,969	7.86,251	6,66,150
Do. Zinc or Spelter		...	...	...	...	...	,,	45,705	32,791	28,062	7,25,497	5,84,211	5,54,349
Do. Other sorts	...	...	...	...	...	...	,,	6,862	12,498	11,455	6,58,752	10,00,623	9,17,848
Oil Mineral—Kerosine	...	...	...	...	...	...gallons.	24,112.968	22,481,116	18,788,570			
Do do. other sorts	...	...	...	...	...	,,	2,190,001	1,849,944	2,072,150			
Do. do. Paraffin wax	...	...	...	...	...	cwts.	114	175	645	1,12,77,561	96,04,567	79,61,724
Do. All other Sorts	...	...	...	...	...	...gallons.	210,268	289,184	282,257			
Paints and Colours (excluding Painters' Materials).							cwts.	82,850	85,141	84,884	1,98,291	12,78,960	13,94,548
Paper and Pasteboard			...	...	...	...	value.	.....	.....	.....	26,06,211	31,65,055	34.46,047
Perfumery, other than Musk				...	...	...	,,	... ...	.....	.....	2,12,762	1,59,152	1,65,606
Provisions	...	...	...	...	...	...	,,	... ...	.....	.....	80,68,300	81,78,508	89,68,969
Railway Plant and Rolling Stock			...	...	...	...	,,	.....	.....	.....	46,55,794	27,70,429	41,84,432
Silk—Raw	...	...	...	...	...	...	lbs.	1,344,791	1,580,681	1,405,656	49,65,012	58,56,879	57,91,612
Do. Piece-Goods (including silk mixed with other materials)			...	...	...	...	yards.	11,103,618	14.363,208	12,542,098	88,87,724	1.09,27,495	98,92,588
Spices	...	...	...	...	...	...	...	lbs.	12,784,088	16,065,372	16,496,288	26,65,472	30,20,544	31,60,404
Sugar, refined or crystalised (including Sugar Candy).								cwts.	2,571,398	2.667,617	3,060,289	2,52,24,640	2,90,25,457	2,98,73,416
Tea	...	...	...	...	...	...	...	lbs.	2,838,529	2,822,368	2,935,740	17,30,233	15,25,678	14,75,488
Tobacco, Cigars, &c.	...	...	...	...	...	...	...	,,	676,832	668,439	756,768	9,25,845	9,04,500	10,08,586
Umbrellas	...	...		...	...	...	...	No.	1,035,126	508,145	591,552	10,97.742	5,53,976	6,83,124
Wool—Raw	...	...	...	...	...	...	...	lbs.	1,227,114	1,279,444	1,984,182	3,42,705	3,91,615	5,86,142
Wood—														
Teak Timber	...	...	...	...	...	...	...	c. tons.	25,774	38,904	52,253	23,34,328	35,41,186	48,05,258
Other do.	...	...	...	...	...	...	...	do.	7,470	9,834	12,074	4,36,005	5,89,181	7,07,849
Woollen Piece-Goods	...	...	...	...	...	...	...	yards.	7,825,598	11,719,801	10,914,861	70,65,447	96,05,160	93,97,365
All other Articles	...	...	...	...	...	...	...	value.	.....	.....	.....	1,90,62,222	2,21,81,231	2,64,98,424
						Total Value	...	.....	.....	.....	29,91,69,503	32,98,77,235	36,50,88,632
Treasure—Gold (Private)	...	...	...	...	...	...	Ozs.	...	1,746,018	2,041,111	1,464,527	10,65,40,818	12,47,04,214	9,08,71,005
Do. Silver (Do.)	...	...	...	...	...	...	,,	...	56,285,215	51,027,017	25,851,521	9,84,68,277	9,09,19,663	4,94,91,197
						Total Treasure	...	58,031,233	53,068,128	27,319,048	20,50,09,095	21,56,23,877	14.03,62,202
						Grand Total	...Rs.	.....	.....	... ...	50,41,78,598	54,55,01,112	50,54,50,834

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1903-1904 to 1905-1906.

Articles.	Quantities.			Value.		
	1903-1904.	1904-1905.	1905-1906.	1903-1904.	1904-1905.	1905-1906.
Indian Produce and Manufactures.						
Coffee ... ... cwts.	1,711	1,273	10,074	Rs. 41,998	Rs. 40,318	Rs. 3,79,459
Coir, unmanufactured and manufactured (excluding Ropes) ... ... „	9,586	8,733	8,166	86,354	80,673	87,295
Cotton—Raw ... ... „	5,648,285	3,862,733	5,289,691	18,02,88,849	12,08,14,684	15,55,90,547
Do. Twist and Yarn ... ... lbs.	286,191,690	288,072,814	277 817,766	8,29,96,941	9,24,55,901	11,64,55,684
Do. Piece-goods ... ... yards.	52,255,638	57,998,651	63,523,024	74,75,623	81,00,932	98,65,751
Do. Shawls and Handkerchiefs ... ... No.	186,365	102,637	125,643			
Do. Hosiery, Thread, Net, Canvas, &c. ... value.	.....	.....	.....	4.34,426	3,21,771	4.37,741
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—						
Indigo ... ... cwts.	3,557	3,291	1,899	6,67,463	6,60,887	3,56,631
Myrabollams ... ... „	993,839	811,118	699,231	35,86,706	30,32,478	25,86,520
Other Sorts ... ... „	32,747	18,626	21,925	2,60,316	1,46,152	2,14,552
Grain and Pulse—						
Rice not in the Husk ... ... „	847,400	758,625	584,440	47,87,149	41,84,643	38,18,980
Wheat ... ... „	3,690,762	5,965,438	3,455,268	1,60,56,396	2,55,29,086	1,65,02,837
Wheat Flour ... ... lbs.	74.702,974	95,317,634	86,683,864	44.67,918	58,16,107	55,38,886
Other sorts ... ... cwts.	2,531,292	2,980,758	1,969,759	90,82,557	1.14,34,897	83,38,525
Gums and Resins ... ... „	40,040	28,941	84,202	4,96,941	4,39,198	5,69,139
Hides and Skins—						
Hides ... ... No.	117,281	106,666	242,562	6,65,984	7,89,363	20,35,113
Skins ... ... „	3,979.724	3,635,807	5,284,785	58,78,388	56,84,715	76,35,716
Oils ... ...gallons.	317,845	577,527	347,838	9,72,728	12,00,518	10,49,862
Do. Paraffin Wax ... ... cwts.	.....	.....	995			
Opium ... ... chests.	25,422	19,005	14,108	3,42,93,730	3,04,02,377	2,44,83,280
Provisions ... ... value.	.....	.....	.....	16,74,690	17,98,574	22,37,666
Seeds—						
Linseed ... ... cwts.	3,078,824	4,204,704	3,029,767	2,07,46,684	2,44,38,447	2,17.37,050
Rape ... ... „	2,744,845	2,223,205	492,821	1,56,74,899	1,19,44,028	32,92,151
Gingelly ... ... „	2,844,667	1,854,381	1,294,448	1.86,59,821	1,26,78,462	1,18,53,827
Poppy ... ... „	778,729	814,199	435,470	52,62,464	45,71,473	33,67,691

Castor	,,	1,337,488	1,096,874	1,070,959	58,55,189	5,329,641	65,76,849
Groundnuts	,,	91,439	42,408	149,559	5,96,222	271,782	10,74,306
Cotton	,,	2,433,788	2,389,331	3,687,460	59,53,485	58,46,561	97,05,720
Other sorts	,,	576,956	805,906	616,988	34,25,666	43,99,596	40,72,431
Spices	lbs.	9,409,670	6,255,859	8,264,966	23,55,561	14,17,207	18,11,117
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	7,875	8,407	19,764	1,04,988	1,19,976	2,88,225
Do. Unrefined (Molasses, Goor, &c.)	,,	10,557	9,996	25,078	95,844	88,141	2,54,212
Tea	lbs.	3,217,801	3,212,208	1,719,068	15,72,445	15,72,724	885,988
Tobacco, Cigars, &c.	,,	7,026,647	5,242,914	5,521,824	8,81,050	6,67,967	780,416
Wool—Raw	,,	17,064,595	20,724,884	19,677,835	77,83,059	1,09,37,108	1,09,56,425
Woollen Shawls	No.	921	634	681	17,163	14,559	6,706
All other Articles	value.	.....	.....	.....	1,79,88,645	1,84,47,578	2,85,97,674
Total Value Rs. ...		.....	.....	.....	46,11,85,627	41,54,28,664	45,78,40,772
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	989,968	1,256,489	884,352	5,71,106	8,78,755	6,18,337
Do. Piece-goods	yards.	60,770,517	56,684,933	60,161,276	1,15,61,468	1,11,36,189	1,19,88,124
Do. Shawls and Handkerchiefs	No.	781,523	788,980	603,674			
Do. Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	.....	4,64,522	3,80,708	2,86,979
Gums and Resins (excluding Cutch and Gambier).	cwts.	54,715	65,244	54,541	9,80,527	11,85,518	10,06,196
Ivory, unmanufactured	lbs.	125,822	118,093	86,525	6,16,508	5,58,834	3,92,215
Provisions	value.	.....	.....	.....	18,99,085	18,31,545	16,30,791
Silk—Raw	lbs.	65,285	52,757	67,776	1,34,330	1,39,813	1,28,468
Do. Piece-goods (including silk mixed with other materials)	yards.	848,490	857,554	880,145	6,58,521	5,80,658	5,98,733
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	29,291	40,023	139,976	3,02,591	4,28,505	15,19,425
Tea	lbs.	888,510	926,630	781,538	6,46,446	6,31,891	5,20,640
Wool—Raw	,,	313,264	122,304	676,468	1,18,230	53,550	3,00,180
Do. Piece-goods	yards	220,147	318,942	343,424	2,50,958	3,67,411	3,85,642
All other Articles	value.	.....	.....	.....	83,12,351	76,16,537	82,84,461
Total Value Rs. ...		.....	.....	.....	2,65,16,638	2,57,84,864	2,76,60,186
Grant Total Rs. ...		.....	.....	.....	48,76,52,265	44,12,13,528	48,50,00,958
Treasure—Gold (Private)	Ozs ...	635,958	640,348	882,890	3,61,93,062	3,64,13,259	5,06,57,620
Do. Silver do.	,, ...	21,498,407	20,936,305	3,015,081	3,75,84,072	3,74,36,321	77,38,390
Total Treasure ...		22,134,365	21,576,648	3,897,971	7,37,77,134	7,38,49,580	5,83,96,010
Grand Total Rs. ...		.....	.....	.....	56,14,29,399	51,50,63,108	54,33,96,968

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1904, 1905 and 1906.

Articles.	Quantities.			Value.		
	1904.	1905.	1906.	1904.	1905.	1906.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	15,002	25,292	16,539	49,88,546	55,44,135	44,86,140
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1,91,98,598	1,88,59,680	1,78,20,615
Arms, Ammunition, &c. ... ... ,,	.....	.....	.....	26,95,662	23,75,685	26,11,080
Books and Printed Matters ... ... cwts.	39,408	22,617	21,231	30,71,393	34,78,305	30,17,730
Building and Engineering Materials ... value.	.....	.....	.....	33,96,428	44 33,985	49,33,200
Coffee ... ... cwts.	7,939	6,639	7,035	2,41,514	2,19,420	2,41,770
Coal, Coke and Patent Fuel ... ... tons.	253,874	197,784	226,865	45,90,362	34,48,440	43,01,190
Cotton—Raw ... ... cwts.	85,567	248,925	104,983	29,87,460	80,14,500	38,64,180
,, Twist and Yarn ... ... lbs.	30,243,097	42,879,196	41,212,358	2,49,16,928	3,21,84,165	3,36,80,175
,, Piece-Goods ... ... yards.	2,257,790,942	2,389,635,926	2,382,548,606	32,74,18,716	35,66,03,520	36,24,21,285
,, Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	1,80,07,118	2,01,61,485	2,02,98,385
Corals, Real ... ... lbs.	184,849	189,026	117,198	4,89,186	4,82,670	3,83,180
Chemicals ... ... value.	.....	.....	.....	59,24,725	69,80,655	65,81,325
Clocks and Watches ... ... No.	482,260	621,713	468,731	18,61,793	19,94,355	17,83,545
Candles ... ... lbs.	3,030,099	2,886,937	2,556,261	9,08,997	8,16,480	7,61,385
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	.....	... ..	.....	1,24,70,229	1,33,79,685	1,38,85,455
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs.	10,936,351	11,581,319	12,193,975	69,78,648	75,72,210	77,36,340
,, other sorts ... ... cwts.	40,288	51,910	45,180	16,82,919	21,32,745	20,02,725
Earthenware and Porcelain ... ... value.	.....	.....	.....	28,16,241	31,90,140	38,21,025
Flax manufactured and unmanufactured. ,,	.....	.....	.....	21,07,685	21,53,415	19,86,735
Fruits and Vegetables ... ... ,,	.....	.....	.....	9,85,850	10,14,195	9,22,830
Gums and Resins ... ... cwts.	169,703	141,191	188,532	19,30,931	17,79,795	23,00,940
Glass and Glassware ... ... value.	.....	.....	.....	1,10,47,863	1,13,94,415	1,17,75,128
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	7,240	11,956	5,303	3,61,186	5,22,555	2,99,070
Skins ... ... ,,	24,203	29,327	31,148	16,84,782	17,61,555	22,01,896
Ivory, unmanufactured ... ... lbs.	259,193	276,977	224,200	14,76,022	16,42,305	13,69,685

Instruments and Apparatus ...	value	.....	.....	.....	70,57,071	87,38,520	1,03,50,060
Jewellery, Precious Stones, Pearls, &c...	„	.....	.....	.....	1,06,21,906	1,47,99,750	1,21,90,425
Liquors—Ale, Beer and Porter	gallons	4,503,429	4,626,753	5,153,751	59,77,272	59,15,625	62,33,220
„ Spirits	„	1,417,646	1,597,043	1,596,111	96,77,358	1,05,43,650	98,86,440
„ Wines, Liqueurs, &c. ...	„	348,142	369,875	347,914	28,99,696	32,12,625	27,94,875
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	25,70,476	28,50,045	32,65,500
„ Boots and Shoes	pairs	1,548,837	1,633,698	1,314,170	34,01,349	35,13,060	29,50,200
Metals (excluding Hardware & Cutlery).	tons.	539,441	506,837	555,038	10,17,80,488	8,55,75,660	9,65,24,070
„ Hardware and Cutlery	value.	.....	.....	.....	2,39,22,130	2,27,13,210	2,60,64,600
Machinery and Millwork	„	.....	.....	.....	4,04,86,714	4,44,82,260	5,61,32,685
Matches, Lucifer and other	„	.....	.....	.....	47,91,091	56,37,075	63,64,770
Oil, mineral—Kerosine	...gallons	70,591,178	62,327,628	48,527,775	2,91,77,155	2,24,38,515	1,75,80,090
„ „ other kinds	„	8,714,790	9,465,932	9,391,226			
„ „ „ „	cwts	184	668	1,665	54,77,733	61,39,500	80,03,700
„ all other kinds	...gallons	965,357	1,444,664	2,043,143			
Provisions	value.	.....	.....	.....	2,16,64,115	2,37,17,190	2,40,33,375
Paints and Colours	cwts.	219,180	223,422	269,302	33,95,641	36,94,290	41,94,630
Painters' Materials	value.	.....	.....	.....	12,78,291	11,42,910	12,64,110
Paper and Pasteboard	„	.....	.....	.....	61,41,407	69,95,655	77,59,290
Perfumery	„	.....	.....	.....	2,70,388	3,07,770	2,70,165
Railway Plant and Rolling Stock ...	„	...	.....	.....	1,31,18,599	1,72,82,955	3,35,29,020
Salt	tons.	485,956	433,346	519,328	70,65,518	62,63,070	73,21,905
Silk, Raw	lbs.	1,939,687	1,641,228	1,502,356	76,20,585	70,25,655	62,16,945
„ Piece-Goods (including goods mixed with other materials)	yards.	24,700,675	22,014,203	20,580,291	1,69,48,701	1,55,86,890	1,54 30,125
Soap	cwts	162,151	187,266	198,656	27,18,038	31,01,940	33,32,040
Spices	lbs.	105,649,564	121,132,191	128,470,467	92,65,883	1,07,11,245	1,39,85,550
Stationery (excluding Paper). ...	... value.	.....	.....	.....	37,28,197	36,51,705	40,73,415
Sugar and Sugarcandy, Refined ...	cwts	6,819,772	5,726,576	10,329,411	6,53,83,208	6,18,06,780	8,91,32,700
Unrefined and Confectionery ...	„	532,380	769,279	1,810,313	26,34,980	44,65,605	93,96,600
Tea	lbs.	3,298,183	4,288,650	3,092,651	17,77,406	20,11,695	17,1[illegible]990
Toys and Requisites for Games	... value.	.....	.....	.....	28,12,080	28,74,720	29,39,790
Umbrellas	No.	2,354,066	2,095,592	1,953,193	20,41,850	27,52,920	39,65,730
Wood, Timber	cubic tons.	68,852	105,208	94,613	52,61,368	82,20,225	74,71,530
„ other Sorts, including wooden-ware.	value.	.....	.....	.....	7,31,193	8,85,765	6,71,955
Wool, Raw	lbs.	1,943,518	2,874,551	2,328,936	6,45,086	8,68,965	7,56,030
Piece-Goods	yards.	23,653,069	20,848,540	15,396,012	1,94,73,698	1,74,42,285	1,38,76,080
„ Shawls, Braids, &c.	value.	.....	.....	.....	1,13,04,125	75,75,030	61,37,505
All other Articles	„	.....	.....	.....	3,73,69,446	4,11,58,695	5,04,47,256
Total Value Rs....		.....	.....	.....	95,47,29,414	99,81,43,950	1,08,17,53,185

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1904, 1905, and 1906.

ARTICLES.	Quantities.			Value.		
	1904.	1905.	1906.	1904.	1905.	1906.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	265,669	367,310	326,649	1,34,61,063	1,82,52,255	1,52,97,645
Cotton—Raw ... ... „	6,605,682	6,907,890	6,900,433	22,68,17,006	18,49,48,815	21,05,95,275
„ Twist and Yarn ... ... lbs.	213,561,251	299,623,272	261,984,702	8,24,73,306	12,29,94,900	11,30,84,865
„ Piece-Goods ... ... yards.	84,605,366	95,369,937	78,618,680	1,60,85,712	1,88,44,860	1,68,65,190
„ Shawls, Hosiery, &c. ... ... value	.....	.....	.....	16,78,538	17,90,010	12,86,610
Coir, Unmanufactured .. .. cwts.	23,470	15,067	9,979	2,18,977	1,24,350	94,545
„ Manufactured (excluding Cordage) „	526,036	525,990	540,572	53,33,979	52,42,845	54,18,000
Dyeing and Colouring Materials—						
Indigo ... ... „	61,479	39,925	29,317	1,07,02,417	68,22,615	58,11,330
Myrabollams ... ... „	1,201,654	1,292,053	12,02,188	42,67,705	47,17,590	43,77,945
Cutch and Gambier ... ... „	85,366	48,149	71,552	13,75,047	7,27,665	11,75,430
Other sorts ... ... „	72,555	69,372	97,002	4,60,961	5,24,280	8,85,915
Grain and Pulse—						
Rice in the Husk ... ... „	472,348	662,873	787,533	10,77,780	17,61,300	23,08,530
„ not in the Husk ... ... „	49,182,364	45,049,483	37,662,891	19,53,19,631	18,92,39,200	17,34,89,715
Wheat ... ... „	40,250,795	25,472,526	14,101,252	16,71,84,715	11,34,30,420	6,47,84,235
„ Flour ... ... „	1,005,164	1,011,432	731,472	66,44,499	69,95,865	53,01,210
Other Sorts excluding Rice Flour ... „	7,085,456	6,977,716	2,547,472	2,41,80,263	2,50,20,315	1,06,36,995
Hides and Skins—						
Hides ... ... „	824,867	1,017,145	1,362,659	4,29,77,764	5,95,65,270	8,35,21,965
Skins ... ... „	489,461	631,472	666,471	5,45,18,086	6,40,87,350	7,48,65,510
Jute—Raw ... ... „	14,390,534	12,969,658	15,809,347	12,66,06,121	14,75,15,040	24,68,74,470
„ Gunny Bags ... ... No.	200,783,519	221,579,531	248,595,732	4,69,19,487	5,72,69,490	6,95,57,160
„ Cloth ... ... yds.	590,974,291	620,117,282	695,469,312	5,21,66,092	5,85,13,650	7,79,84,865
„ Other Sorts... ... ... value.	.....	.....	.....	7,04,534	5,83,260	8,36,340
Lac—Shell, Button, Stick, &c. ... ... cwts.	254,223	251,881	264,845	3,44,90,964	2,77,54,785	3,37,41,195
Opium ... ...chests.	68,712	63,053	65,617	10,92,02,120	9,80,57,895	9,19,20,240
Oils ... ... gallons	9,388,198	6,375,086	4,252,075	1,03,60,063	85,81,635	72,55,350
Oils ... ... cwts.	42,940	63,966	61,097			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	65,74,036	66,86,865	69,33,300

Spices ... ... lbs.	38,053,562	34,324,728	33,287,057	87,11,746	77,17,140	82 76,445
Saltpetre ... ... cwts.	390,970	313,122	347,251	39,95,244	35,35,845	40,58,305
Seeds—						
Linseed ... ... cwts.	10,946,622	6,163,902	4,432,827	6,19,67,490	4,15,26,255	3,34,20,165
Rape ... ... ,,	4,966,840	2,246,357	3,188,531	2,64,78,471	1,29,10,290	2,08,90,560
Gingelly ... ... ,,	3,251,784	1,964,029	1,686,837	2,16,15,605	1,51,95,615	1,55,03,130
Poppy ... ... ,,	1,279,943	911,270	863,763	73,92,423	64,34,415	70,91,160
Castor ... ... ,,	1,363,652	1,339,169	1,478,796	60,03,837	75,80,535	1,07,70,765
Groundnuts ... ... ,,	1,684,069	1,698,614	1,648,556	94,43,569	1,04,35,110	1,11,76,620
Cotton ... ... ,,	2,304,137	3,274,500	3,832,577	56,93,166	79,63,770	1,11,69,555
Other Sorts ... ... ,,	1,017,374	710,325	459,265	55,75,591	48,26,160	40,55,250
Silk, Raw ... ... lbs.	1,373,348	1,802,408	1,798,746	48,48,090	58,76,910	61,14,150
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	738,908	691,569	671,488	7,54,124	7,11,660	7,05,585
Sugar Refined or Crystalised ... ... cwts.	21,689	27,113	25,255	2,50,065	3,40,275	3,08,190
,, Unrefined (Molasses, Goor, &c.) ... ,,	111,885	303,447	184,364	5,28,005	20,46,130	9,36,795
Tea (including Tea Waste)... ... ... lbs.	212,596,144	210,817,056	235,857,241	8,58,61,359	8,61,93,030	9,77,84,415
Tobacco, Cigars, &c. ... ... ,,	12,244,503	14,725,005	21,226,266	20,17,787	28,27,035	30,26,490
Wood, Teak ... ... cubic tons.	46,247	51,975	47,293	58,89,554	69,26,805	64,92,045
,, Other sorts (including woodenware) value	.....	.....	.....	18,60,124	19,26,960	23,99,130
Wool, Raw ... ... lbs.	37,798,655	39,135,935	44,719,652	1,80,20,251	1,96,76,475	2,31,65,970
,, Manufactures of ... ... value.	.....	.....	.....	24,07,869	19,55,130	22,63,050
All other Articles ... ... ,,	.....	....	.....	5,32,60,732	6,42,34,275	7,63,17,000
Total Value Rs. ...	.....	... ..	.....	1,57,43,75,968	1,54,03,81,335	1,67,08,28,505
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,283,637	1,208,299	624,073	8,90,500	8,40,690	4,02,270
,, Piece-Goods ... ... yds	63,831,296	67,951,768	62,898,040	1,20,11,099	1,29,50,700	1,22,10,525
,, Shawls, Thread, &c. ... ... value.	.....	.....	.....	5,78,647	4,62,435	6,55,620
Ivory, Unmanufactured ... ... lbs.	128,604	81,554	87,458	6,39,298	3,58,020	4,03,980
Metals... .. .. cwts.	221,512	384,402	532,135	15,03,724	14,34,915	31,85,205
Silk, Raw ... ... lbs.	62,613	69,483	90,252	1,38,907	1,45,305	3,80,750
,, Piece-Goods ... ... yds.	938,137	853,737	1,026,753	6,60,750	5,96,745	7,22,250
Spices ... ... lbs.	838,958	1,171,391	614,034	3,08,964	3,37,185	1,70,715
Sugar Refined or Crystalised ... ... cwts.	51,795	184,016	191,410	5,20,386	21,05,355	17,19,090
Tea ... ... lbs	755,115	1,017,318	548,951	5,43,701	6,50,925	3,64,755
Wool, Raw ... ... ,,	5,805,434	4,701,289	5,045,962	28,27,557	24,09,750	27,71,745
All other Articles ... ... value.	.....	.....	.....	1,29,00,250	1,20,72,690	1,29,11,940
Total Value Rs. ...	.....	.....	.....	3,35,13,783	3,43,64,715	3,58,98,825
Grand Total Rs. ...	.....	.....	.....	1,60,78,89,751	1,57,47,46,050	1,70,67,27,350

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1904, 1905, and 1906.

ARTICLES.		Quantities.			Value.		
		1904.	1905.	1906.	1904.	1905.	1906.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	70,79,087	71,10,239	73,66,298
Arms, Ammunition, &c.	„	.....	.....	.....	4,22,894	4,04,567	4,75,298
Building and Engineering Materials ...	„	.....	.....	.....	10,36,118	12,14,984	16,80,197
Cabinetware and Furniture	„	.....	.....	.....	5,26,709	6,66,727	8,63,116
Candles	lbs.	813,122	748,788	624,518	2,58,967	2,29,053	1,91,503
Clocks and Watches	No.	253,518	350,425	314,409	9,47,100	10,45,420	8,12,554
Coal, Coke and Patent Fuel	tons.	199,902	159,187	198,330	36,21,899	27,51,482	37,86,606
Cotton—Twist and Yarn	lbs.	6,652,088	10,396,578	11,336,752	52,91,737	75,18,454	96 2-,641
„ Piece-Goods	yards	601,387,807	595,072,955	636,003,148	8,93,97,702	9,30,74,708	9,94,55,371
„ Shawls and Handkerchiefs ...	No	11,782,719	12,535,004	21,507,588	12,00,663	14,13,422	22,62,273
„ Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	46,20,828	52,76,913	60,16,149
Chemical Products and Preparations ...	„	.....	.....	.....	17,41,976	21,78,149	22,57,154
Drugs and Medicines (excluding Tobacco)	„	.....	.....	.....	30,22,085	29,26,185	35,48,830
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	7,932,771	9,195,997	9,187,423	54,83,821	60,99,491	58,31,106
Other sorts...	cwts.	7,173	10,641	12,370	9,45,165	12,40,608	13,35,323
Earthenware and Porcelain	value.	.....	.....	.....	9,77,769	11,17,213	12,16,398
Fireworks	„	.....	.....	.....	4,98,788	3,31,388	5,20,296
Glass and Glassware	„	.....	.....	.....	53,11,602	53,48,530	55,51,637
Gums and Resins	cwts.	102,423	94,427	92,389	14,23,683	13,13,875	13,31,914

Hides and Skins—						
Hides ... ... No.	43,651	70,322	21,941	1,72,221	2,77,436	99,999
Skins ... ... „	1,055,378	1,211,296	1,082,962	9,95,615	11,01,082	13,84,327
Instruments and Apparatus ... ... value.	.....	.....	.....	25,23,966	32,64,099	36,65,240
Ivory, unmanufactured ... ... lbs.	259,193	276,199	220,650	14,76,022	16,36,583	13,54,687
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	54,61,411	78,24,832	94,39,769
Leather (including Saddlery, &c.) ... „	.....	.....	.....	15,52,270	16,04,925	18,94,853
„ Boots and Shoes ... ... pairs.	532,968	621,514	541,006	10,84,749	11,34,912	11,57,006
Liquors—Ale, Beer and Porter ... ...gallons	1,575,046	1,743,079	2,000,553	17,29,492	18,31,734	20,10,595
„ Spirits, Wines, &c. ... ... „	512,465	563,942	513,182	39,14,039	42,96,093	39,69,352
Machinery and Millwork ... ... value.	.....	.....	.....	1,22,08,755	1,42,44,993	2,46,79,114
Matches, Lucifer and other ... ... „	.....	.....	.....	15,04,812	16,01,861	17,86,489
Metals (excluding Hardware & Cutlery). tons.	147,020	133,086	164,015	3,33,40,600	2,71,65,219	3,08,15,248
„ Hardware and Cutlery ... ... value.	.....	.....	.....	83,61,658	80,32,918	98,74,875
Oil, Mineral—Kerosine ... ...gallons	24,263,679	20,272,879	15,796,786	94,64,266	69,79,346	50,69,446
„ „ other sorts ... ... „	2,029,494	1,890,335	1,789,146			
„ all other sorts ... ... „	290,525	269,021	359,073	15,67,427	15,86,905	19,01,510
„ mineral „ ... ... cwts.	141	600	1,454			
Paints and Colors (excluding Painters' Materials) ... ... „	79,554	86,658	109,596	12,38,399	13,53,049	16,03,728
Paper and Pasteboard ... ... value	.....	.....	.....	30,26,993	34,06,261	36,74,090
Perfumery ... ... „	.....	.....	.....	1,58,993	1,73,077	1,80,910
Provisions ... ... „	.....	.....	.....	87,79,734	86,43,942	95,62,626
Railway Plant and Rolling Stock ... „	.....	.....	.....	30,67,868	45,93,517	62,63,549
Silk, Raw ... ... lbs.	1,675,209	1,417,630	1,276,591	61,89,695	57,57,558	50,24,841
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	14,073,901	13,306,619	11,821,812	1,08,13,426	1,08,43,784	95,76,705
„ Goods, other sorts ... ... value.	.....	.....	.....	37,25,052	41,40,610	30,68,426
Spices ... ... lbs.	12,352,390	18,032,596	16,782,722	25,38,954	32,12,336	32,24,362
Sugar, refined & unrefined & Confectionery cwts.	2,882,221	2,741,321	3,815,532	2,88,08,697	3,01,85,523	3,29,40,295
Tea ... ... lbs.	2,442,719	3,340,535	2,352,223	14,07,598	16,23,205	14,16,257
Tobacco, Cigars, &c. ... ... „	675,672	795,668	701,679	9,31,389	10,10,376	9,74,658
Umbrellas ... ... No.	653,179	586,711	433,583	7,06,818	6,70,014	5,17,322
Woollen Piece-Goods ... ... yards.	11,683,373	11,384,259	7,193,248	96,71,608	96,43,097	67,02,718
„ Goods other sorts ... ... value.	.....	.....	.....	21,05,493	21,44,698	17,54,140
All other Articles ... ... „	... ...	.....	.....	3,07,05,276	3,98,24,194	3,88,26,456
Total Value Rs. ...	.....	.....	.....	33,28,15,372	35,05,69,616	37,82,44,166

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1904, 1905 and 1906.

ARTICLES.	Quantities.			Value.		
	1904.	1905.	1906.	1904.	1905.	1906.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	1,318	6,199	9,738	39,215	219,047	4,01,283
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	8,685	8,419	6,512	74,721	88,122	64,320
Cotton—Raw ... ... ,,	4,571,211	4,835,486	4,989,562	16,34,33,893	13,05,32,514	15,33,88 856
,, Twist and Yarn ... ... lbs.	203,029,328	278,971,206	249,145,636	7,83,66,812	11,51,35,764	10,80,47,462
,, Piece Goods ... ... yards.	57,491,015	64,292,253	53,912,586	82,37,072	97,27,381	87,08,388
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	3,88,029	4,76,337	4,36,045
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	988,517	690,783	730,855	36,03,068	25,79,615	27,38,228
Other sorts ... ... ,,	24,257	19,791	35,627	7,33,813	7,05,253	7,58,360
Grain and Pulse—						
Rice, not in the husk ... ... ,,	849,839	576,740	543,286	46,76,900	32,05,845	34,27,607
Wheat ... ... ,,	5,624,536	4,121,309	682,495	2,37,09,799	1,92,34,045	34,83,307
Wheat flour ... ... lbs.	93,005,407	98,034,961	67,054,599	55,79,993	61,22,763	44,18,508
Other sorts ... ... cwts.	2,811,115	2,667,242	737,361	1,04,45,585	1,09,63,633	34,56,805
Hides and Skins—						
Hides ... ... No.	94,852	191,947	318,821	7,11,330	15,62,533	24,35,002
Skins ... ... ,,	3,875,825	4,726,154	5,423,903	58,17,665	68,21,012	86,87,052
Oils ... ...gallons	563,512	375,332	265,422	12,01,875	10,68,108	7,37,534
,, ... cwts.	.....	995	.....			
Opium ... ...chests.	20,610	15,077	13,022	3,15,03,137	2,62,53,806	2,01,72,503
Seeds—						
Linseed ... ... cwts.	4,107,816	3,235,139	1,847,692	2,38,92,261	2,19,25,009	1,43,00,673

Rape	„	2,223,122	700,086	841,268	1,19,82,113	43,36,083	66,56,953
Gingelly	„	2,516,494	1,484,304	1,376,233	1,59,30,893	1,14,39,703	1,27,73,603
Poppy	„	760,992	497,026	586,147	42,75,829	34,75,702	48,97,639
Groundnuts	„	80,052	160,527	35,984	5,15,472	11,29,044	2,81,773
Other sorts	„	3,961,007	4,772,815	5,032,130	1,42,15,668	1,76,16,458	2,18,42,880
Spices	lbs.	8,673,263	7,789,920	5,015,270	20,08,466	16,63,710	13,40,475
Sugar, refined and unrefined ...	cwts.	17,827	33,752	38,731	1,97,927	4,10,511	4,59,469
Tea	lbs.	2,654,680	2,533,370	1,357,344	12,98,720	12,44,225	6,46,761
Tobacco, Cigars, &c.	„	5,006,384	5,563,373	5,728,432	6,35,703	7,28,472	7,45,244
Wool, Raw	„	19,992,962	19,640,097	18,219,141	1,03,89,092	1,07,67,791	1,09,81,272
Woollen Shawls	No.	475	803	658	11,166	11,184	11,283
All other articles	value.	.....	.....	.....	1,98,20,605	2,44,79,738	2,79,87,294
Total value Rs. ...		.....	.....	.....	44,36,96,321	43,39,23,407	42,42,86,579
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,129,228	1,200,428	615,880	7,60,659	8,35,000	3,97,026
„ Piece Goods	yds.	57,773,731	60,265,200	55,248,952	1,11,02,941	1,17,30,924	1,09,00,275
„ Shawls and Handkerchiefs ...	No.	770,928	446,132	1,127,922	1,76,139	1,37,616	3,35,551
„ Lace, Thread, Hosiery, &c. ...	value.	.....	.....	.....	4,01,040	3,11,695	3,01,919
Gums and Resins	cwts.	65,089	58,287	56,341	12,08,558	10,50,059	10,61,669
Ivory, unmanufactured	lbs.	128,508	81,554	87,468	6,28,798	3,58,025	4,03,989
Provisions	value.	.....	.....	.....	18,94,118	16,04,251	17,88,697
Silk, Raw	lbs.	70,977	68,030	88,672	1,30,116	1,39,012	3,73,356
„ Piece-Goods (including Silk mixed with other materials)	yards.	907,741	804,642	964,128	6,39,167	5,54,538	6,52,036
Sugar, refined	cwts.	34,839	114,720	135,692	3,51,541	13,05,315	12,26,191
Tea	lbs.	754,870	1,017,226	545,083	5,43,444	6,50,891	3,62,752
Wool, Raw	„	146,162	650,876	308,504	60,485	2,86,660	1,47,185
Woollen Piece Goods	yards.	311,790	320,686	335,399	3,57,999	3,76,262	3,50,926
„ Shawls, &c.	value.	.....	.....	.....	1,59,275	86,158	1,13 165
All other articles	„	.....	.....	.....	74,36,512	76,98,920	84,39,963
Total value Rs. ...		.....	.....	.....	2,58,44,792	2,71,25,326	2,68,54,700
Grand Total Rs. ...		.....	.....	.....	46,95,41,113	46,10,48 ,733	45,11,41,279

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1896-97 ...	1,890	299,020	1,775	2,877,982	3,665	3,177,002	1,012	235,645
1897-98 ...	1,929	371,147	1,704	2,732,192	3,633	3,103,339	967	250,151
1898-99 ...	1,659	312,382	1,849	2,991,245	3,508	3,303,627	739	192,726
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,228	3,191	4,556,188	557	37,075

CLEAR

1896-97 ...	2,363	456,364	1,926	3,078,441	4,289	3,534,805	495	79,571
1897-98 ...	2,236	517,461	1,930	3,084,919	4,166	3,602,380	482	84,479
1898-99 ...	2,025	466,487	2,337	3,938,474	4,362	4,404,961	303	53,811
1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	143	19,107
1901-1902 ...	1,572	176,717	2 273	4,894,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,484	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	208,101	2,739	5,894,553	4,235	6,057,654	298	14,820
1904-1905 ...	1,449	159,781	2,990	6,522,671	4,439	6,682,402	203	7,703
1905-1906 ...	1,372	152,705	2,626	5,864,344	3,998	6,017,049	428	14,313

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1896-97 *to* 1905-06.

TERED.

Ballast.				Total.				
Steam.		Total.		Sailing.		Steam.		Grand Total.
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086,883	1,407	1,279,539	2,418	505,108	2,497	4,078,078	4,915	4,588,186
555	930,106	1,094	1,056,957	1,918	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,061,147	1,829	234,662	2,408	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,835	4,561	5,481,641
788	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,484	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049

ED.

150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	98,421	813	132,656	1,800	384,378	2,338	3,772,760	4,138	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,816,250	4,070	4,044,188
113	81,297	278	98,550	1,732	193,970	2,386	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,498	4,528	5,444,919
139	116,737	432	151,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	368	167,979	1,652	167,484	3,155	6,682,947	4,807	6,850,381
223	229,910	646	244,228	1,795	167,018	2,849	6,094,254	4,644	6,261,272

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1896-1897 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-1898 ..	242	37,020	469	974,940	711	1,011,960	2	145
1898-1899 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216

CLEAR

1896-1897 ...	208	26,484	436	873,753	644	900,237	1	1,669
1897-1898 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-1899 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1896-97 *to* 1905-06.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
12	14,784	14	15,514	207	33,193	578	1,140,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,062	655	1,339,385	920	1,381,387
35	77,185	42	78,427	241	31,220	577	1,237,978	818	1,269,198
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,180	74	163,346	201	20,389	654	1,641,864	855	1,662,253

ED.

54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	119,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,678	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	198	21,035	584	1,440,106	777	1,461,141

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	WITH CARGOES					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons	Vessels.	Tons.
January	56	146,645	11	1,256	9	746
February	34	96,093	14	1,299	7	595
March...	62	154,971	29	3,107	9	603
April	59	157,033	6	612	19	1,962
May	59	148,262	...	...	7	951
June	51	136,831	...	...	1	67
July	47	122,045	...	...	...	...
August	37	107,950	...	...	...	...
September	40	108,053	...	...	13	877
October	43	116,833	...	...	73	5,043
November	62	156,045	...	...	42	5,040
December	53	140,510	...	...	56	5,841
Total ...	603	1,591,251	60	6,274	236	21,725

CLEAR

January	51	121,928	20	2,150	25	2,611
February	42	110,735	10	1,028	27	3,100
March	50	128,397	23	2,035	7	533
April	43	111,736	17	1,402	2	203
May	49	126,042	8	1,379	5	739
June	43	111,739	...	...	...	...
July	30	79,804	...	...	...	...
August	30	80,899	...	...	3	315
September	37	98,500	...	...	2	157
October	47	120,406	...	...	10	935
November	52	128,146	...	...	13	1,375
December	47	133,652	...	...	28	2,838
Total ...	521	1,351,987	78	8,594	122	12,806

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1906.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
2	4,868	...	...	...	...	76	148,647	2	4,808
5	11,304	1	181	...	...	55	97,987	6	11,485
6	14,178	...	...	...	...	109	158,681	6	14,178
5	9,478	...	...	...	...	84	159,607	5	9,478
4	11,395	...	...	...	...	66	149,213	4	11,395
6	12,111	...	...	...	...	52	136,888	6	12,111
2	309	...	...	...	...	47	122,045	2	309
3	4,440	...	...	...	...	37	107,950	2	4,440
4	10,220	...	...	...	...	53	108,930	4	10,220
1	3,176	...	...	...	...	116	121,866	1	3,176
6	13,121	...	...	...	...	104	161,085	6	13,121
5	11,239	...	...	...	...	109	146,351	5	11,239
48	105,779	1	181	...	...	899	1,619,250	49	105,960

ED.

3	5,971	...	...	...	...	96	126,689	3	5,971
4	9,049	...	...	...	...	79	114,866	4	9049
4	11,112	...	...	7	276	80	131,565	11	11,388
1	2,783	...	...	...	...	62	113,541	1	2,783
4	8,059	...	...	...	...	62	128,160	4	8,059
2	7,231	...	...	...	...	43	111,739	2	7,231
3	4,234	...	...	...	...	30	79,804	3	4,234
3	4,002	...	...	...	...	33	81,314	3	4,002
3	9,320	...	...	...	...	39	98,657	3	9,320
3	2,576	...	...	...	...	57	121,341	3	2,576
2	4,642	...	...	...	...	65	129,521	2	4,642
7	12,173	...	...	5	209	75	136,490	12	12,382
39	81,152	...	...	12	485	721	1,373,387	51	81,637

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,548	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,748	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,388	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,789	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,800	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,698	3,210	6,837,067	70,515	106,591,330	24,616,935	487,778	190,765,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	558,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,089	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920,007
1904	103,730	171,027,282	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905	113,474	189,298,879	49,406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,689	297,389,194
1906	107,675	186,018,348	48,719,679	24,545	42,635,922	1,32,220	228,654,270	57,163,567	703,066	278,821,792

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1906 by 4·00.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1905-1906.

From Official Returns.] [*Year ending 31st March* 1906.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees (000's omitted.)	Per-centage.
				Goods.	Yarn.	Millions of lbs. [0000's omitted.]	Per-centage.	(000's omitted.)		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	63·52	*15·88	277·82	21·48	90·50	293·70	77·11	† 98·25	1,164·56	22·50	90·04	‡1,262·81	72·99
Indian Ports	177·79	*44·45	22·79	60·13	7·42	67·24	17·65	(a)256·91	101·86	58·85	7·84	(b)358·27	20·71
Interior by Rail	*54·37	13·59	6·38	18·39	2·08	19·97	5·24	81·44	27·40	18·65	2·12	108·84	6·30
Total Indian ...	232·16	58·04	29·17	78·52	9·50	87·21	22·89	338·35	128·76	77·50	9·96	467·11	27·01
Grand Total ...	295·68	73·92	306·99	100·00	100·00	380·91	100·00	436·60	1,293·32	100·00	100·00	1,729·92	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·35 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 103·03 lakhs; or
‡ Inclusive of Yarns 1,267·69 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c. &c.) 266·04 lakhs; or
(*b*) Inclusive of yarns 367·39 lakhs of Rupees.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1904-1905.

From Official Returns.] [*Year ending 31st March* 1905.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
				Goods.	Yarns.			[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%	Millions of lbs. [0000's omitted].	Percentage. %	Goods.	Yarns.	%	%	Total Value in Lakhs of Rupees. [000's omitted.]	Percentage. %
Foreign Ports	58·00	*14·50	238·07	21·29	87·56	247·57	74·06	†83·67	924·55	21·99	86·53	‡1,008·22	69·59
Indian Ports	156·52	*39·13	28·54	57·46	10·72	67·67	20·24	(a) 219·97	120·85	57·82	11·31	(b) 340·82	23·52
Interior by Rail	*57·88	14·47	4·56	21·25	1·72	19·03	5·70	76·79	23·10	20·19	2·16	99·89	6·89
Total Indian ...	214·40	53·60	33·10	78·71	12·44	86·70	25·94	296·76	143·95	78·01	13·47	440·71	30·41
Grand Total ...	272·40	68·10	266·17	100·00	100·00	334·27	100·00	380·43	1,068·50	100·00	100·00	1,448·93	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·33 yards, the basis in years previous to 1895-96).
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 87·23 lakhs; or
‡ Inclusive of Yarns 1011·79 lakhs of Rupees.
(*a*) Piece-Goods only: value including all other sorts (Handkerchiefs, Shawls, &c., &c.) 228·42 lakhs; or
(*b*) Inclusive of Yarns 314·28 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1899-1900.

from Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1905-06.	1904-05.	1903-04.	1902-03.	1901-02.	1900-01.	1899-1900.
T. Cloths	Mozambique	1·26	1·81	1·20	2·42	1·76	2·34	4·11
	Zanzibar	3·42	4·45	4·19	4·18	3·79	2·43	4·42
	Aden	·57	·87	·71	·43	1·47	·45	2·24
	China—Hongkong	1·87	·31	06	.....	.....	·14	·07
	Do. Treaty Ports*	5·38	3·51	·07	·18	·19	·23	1·56
	Mekran and Sonmiani	·10	·08	·09	·10	·14	·15	·15
	Abyssinia	·80	1·76	1·01	·87	·97	2·86	1·80
	Other Countries	4·62	4·01	2·04	1·74	1·53	1·43	2·92
	Total	17·52	16·75	9·87	9·87	9·85	9·53	17·27
Sheetings	Abyssinia	·16	·04	.....	.. ...	.....	·03	·01
	Mozambique	·02	·03	.....	·05	·01	·01	·03
	Zanzibar	·46	·17	·14	·06	·05	·14	1·61
	Aden	·02	·42	·32	·08	·25	·09	·13
	Arabia	.....	·02	·03	·02	·16	·05	·17
	China—Treaty Ports*	·69	·34	.....	.....	.....	·08	·11
	Other Countries	·18	·09	.....	·41	·38	·54	·19
	Total	1·53	1·11	·49	·62	·85	·94	2·25
Domestics	Aden	2·88	2·17	3·28	2·95	3·22	2·02	2·89
	Arabia	·08	·17	·15	·02	·09	·08	·12
	Other Countries	·78	·49	·49	·27	·26	·43	·38
	Total	3·64	2·83	3·92	3·24	3·57	2·53	3·39

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....
	Aden	.....	·01	·01	·01	·08	.....	·29
	Other Countries	1·19	·34	.....	·01	·02	·08	·09
	Total ...	1·19	·35	·01	·02	·05	·08	·38
Long Cloths	Abyssinia	1·22	3·00	1·47	1·27	·71	1·93	·53
	Mozambique	3·05	1·90	4·76	6·40	2·54	2·15	1·03
	Zanzibar	2·61	1·78	1·45	1·40	2·61	·60	·86
	Aden	3·06	2·81	4·59	2·54	4·51	2·68	3·83
	China - Treaty Ports*	·12	.....	...	·21	·03	·16	1·60
	Arabia	·11	·36	·29	·09	·43	·16	·49
	Persia	·25	·23	·14	·09	·23	·32	·05
	Straits	·02	·15	·13	·05	·04	·29	·18
	Turkey-in-Asia	1·29	1·98	1·57	·96	2·84	1·36	1·89
	Egypt	·97	·54	·59	·93	·37	·69	·67
	Other Countries	·36	·37	·09	·08	·08	·09	·62
	Total ...	13·06	13·12	15·08	13·97	14·39	10·43	11·75
Chudders	Aden	1·09	·52	·52	·36	·44	·40	·64
	Zanzibar	2·71	3·04	2·66	2·51	2·89	1·90	1·49
	Other Countries	1 77	1·30	2·72	2·36	1·22	1·29	1·29
	Total ...	5·57	4·86	5·90	5·23	4·05	3·59	3·42
Dhooties	Aden	·33	·20	·14	·14	·14	·02	·02
	Other Countries	·77	·58	·35	·22	·15	·22	·14
	Total ...	1·10	·78	·49	·36	·29	·24	·16
Other Sorts	Total ...	6·96	6·45	5·10	2·40	1·95	3·96	4·45
	Grand Total ...	50 57	46·20	40·36	35·71	35·00	31·30	48·07

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay manufacture exported to Foreign Ports since 1899-1900.

From Government Returns.] [*Year ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1905-06.	1904-05.	1903-04.	1902-03.	1901-02.	1900-1901.	1899-1900.
T. Cloths	17·52	16·75	9·37	9·87	9·85	9·53	17·27
Sheetings	1·53	1·11	·49	·62	·85	·94	2·25
Domestics	3·64	2·83	3·92	3·24	3·57	2·53	3·89
Drills and Jeans ...	1·19	·85	·01	·02	·05	·08	·38
Long Cloths ...	13·06	13·12	15·08	13·97	14·39	10·43	11·75
Chudders	5·57	4·86	5·90	5·23	4·05	3·59	3·42
Dhooties	1·10	·73	·49	·36	·29	·24	·16
Other Sorts	6·96	6·45	5·10	2·40	1·95	3·96	4·45
Total Millions of Yards ...	50·57	46·20	40·36	35·71	35·00	31·30	43·07
Total Lakhs of Rupees ...	69·92	60·27	51·09	44·02	45·06	38·97	52·36

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1898-99.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1905-06.	1904-05.	1903-04.	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-99.
Mule No. 15s and under	139·13	118·35	114·16	94·47	116·14	48·56	125·28	95·82
„ „ 16s to 24s	135·98	111·44	119·87	132·10	129·05	63·89	92·92	101·21
„ „ 25s to 32s	·43	1·07	·59	·33	·29	·27	·16	·17
„ „ 33s to 50s	·80	·52	·29	·13	·04	·14	·03	.....
Total ...	275·84	231·38	234·91	227·03	245·52	112·86	218·39	197·20
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored Yarns ... Total ...	1·98	1·69	1·28	1·41	1·06	·97	1·07	·70
Total Yarns ...	277·82	233·07	236·19	228·44	246·58	113·83	219·46	197·90

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1898-99.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1905-1906.	1904-1905.	1903-1904.	1902-1903.	1901-1902.	1900-1901.	1899-1900.	1898-1899.
Mule No. 15s and under	Aden	·67	·69	·72	1·12	·76	·68	1·68	·98
	Japan	.....	.....	.....	.....	.....	.....	·02	.....
	China, Hongkong	66·71	48·62	51·49	40·74	43·70	34·82	57·29	62·75
	China, Treaty Ports* ...	68·93	69·81	58·05	49·01	70·19	11·94	65·69	31·18
	Other Countries	2·82	4·23	3·90	3·60	1·49	1·17	·60	·91
	Total ..	139·13	118·35	114·16	94·47	116·14	48·56	125·28	95·82
16s to 24s	Aden	·49	·38	·63	·60	·67	·42	·51	·50
	Japan	.....	.....	.....	.....	.....	.....	·12	·04
	China, Hongkong	61·38	48·83	54·65	56·47	53·17	34·17	35·70	49·86
	China, Treaty Ports* ...	66·33	58·49	57·13	67·87	68·87	23·86	52·98	44·40
	Straits	4·35	4·28	3·03	4·30	3·15	3·05	2·22	3·71
	Other Countries	3·43	4·46	4·43	2·86	3·19	2·39	1·39	2·71
	Total ...	135·98	111·44	119·87	132·10	129·05	65·89	92·92	101·22
Above No. 24s ...	Total ...	·78	1·59	·88	·46	·83	·41	·19	·16
	Total Mule ...	275·84	231·38	234·91	227·03	245·52	112·86	218·39	197·20
Water	„ Water ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored	„ Colored ...	1·98	1·69	1·28	1·41	1·06	·97	1·07	·70
	Grand Total ...	277·82	233·07	236·19	228·44	246·58	113·83	219·46	197·90
	Value in Lakhs of Rs. ..	1164·55	924·56	829·97	787·89	844·54	401·22	625·46	590·69

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year **1883** *to* **1906.**

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,718,838	344,480
1884	1,231,057	54,584	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,056,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,328,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,883	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,828	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,588	4,319,264	4,275,862	1,510,317	5,048,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,385	2,622,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,668	831,398	5,348	556,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	732,425	40,611	811,128	1,050,052	1,613,185	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	88,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,382	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,823	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584

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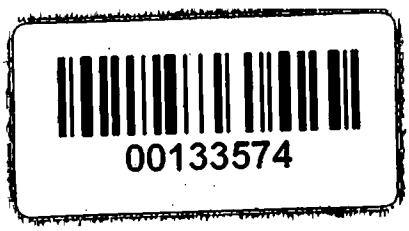
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